



**CITY COUNCIL EXECUTIVE COMMITTEE MEETING
CITY COUNCIL CHAMBERS, THIRD FLOOR, CITY HALL,
#1 CITY HALL PLACE, PUEBLO, COLORADO 81003.**

**MONDAY, FEBRUARY 9, 2026
6:00 PM**

Individuals Requiring Special Accommodations Should Notify the City's ADA Coordinator at (719) 553-2295 by Noon on the Friday Preceding the Meeting.

Executive Committee meetings are special meetings of the City Council and are informal Council meetings for the purpose of receiving information and discussion among Council Members; no official action is taken at such meetings. The public is invited to attend, but public comment is generally not received unless otherwise noted.

Agenda

CALL TO ORDER

PRESENTATIONS

- A. CITY PARK & ARKANSAS RIVER MASTER PLAN** 6:00 PM
Steven Meier, Director of Parks and Recreation
Chad Herd - Principal: Confluence
45 minute presentation

- B. AIR RACE X** 6:45 PM
Ted Morris - North American Representative
15 minute presentation

ADJOURNMENT

EXECUTIVE SESSION

- A. FOR THE PURPOSE OF DETERMINING POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS, UNDER C.R.S. SECTION 24-6-402(4)(E)(I) AND THE FOLLOWING ADDITIONAL DETAILS ARE PROVIDED FOR IDENTIFICATION PURPOSES: TO DISCUSS A POTENTIAL PEDCO PROJECT(PROJECT FALCON)** 7:10 PM

AND

FOR THE PURPOSE OF DETERMINING POSITIONS RELATIVE TO MATTERS THAT MAY BE SUBJECT TO NEGOTIATIONS, DEVELOPING STRATEGY FOR NEGOTIATIONS, AND/OR INSTRUCTING NEGOTIATORS, UNDER C.R.S. SECTION 24-6-402(4)(E)(I) AND FOR A CONFERENCE WITH THE CITY ATTORNEY

**FOR THE PURPOSE OF RECEIVING LEGAL ADVICE ON SPECIFIC
LEGAL QUESTIONS UNDER C.R.S. § 24-6-402(4)(B) AND THE
FOLLOWING ADDITIONAL DETAILS ARE PROVIDED FOR
IDENTIFICATION PURPOSES: POTENTIAL LITIGATION.**

Carla Sikes, City Attorney

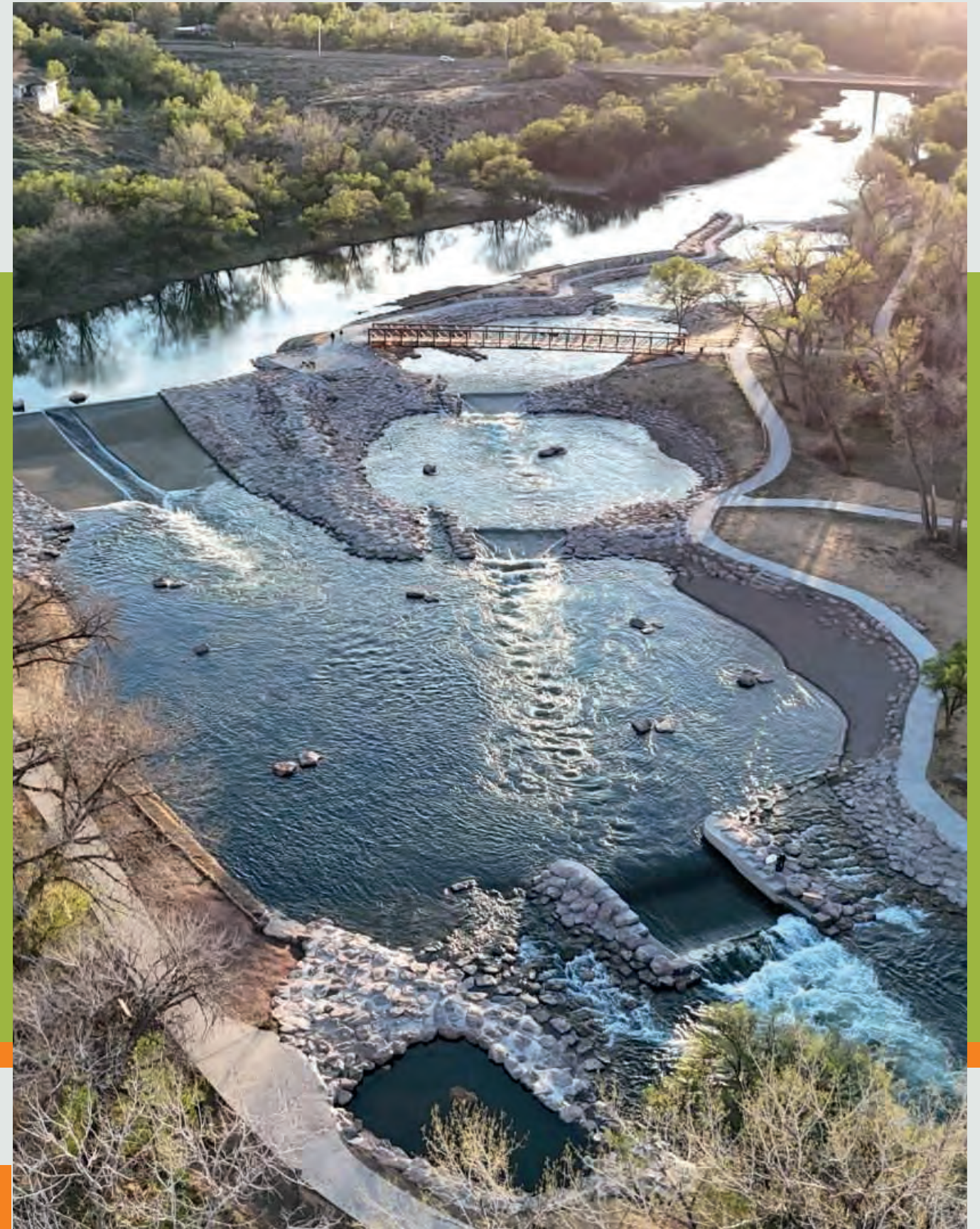
60 minute presentation

PUEBLO CITY PARK and ARKANSAS RIVER CORRIDOR MASTER PLAN

Master Planning Process Summary

Pueblo Parks & Recreation with the
Pueblo Conservancy District

December 2025



Acknowledgments



Special Thank you to the City of Pueblo, Parks and Recreation Department and the Pueblo Conservancy District!

Project Partners and Stakeholders

City of Pueblo

Mayor Heather Graham
City Council
Planning Department
Public Works Department
Stormwater Department
Police Department
Fire Department

Pueblo County

County Commissioner
Public Works Department
Parks Department

Pueblo Board of Water Works

Pueblo County Historical Society

Colorado Parks and Wildlife

Nature and Wildlife Discovery Center

Pueblo Urban Renewal Authority

Pueblo Economic Development

Greater Pueblo Chamber of Commerce

Latino Chamber of Commerce

Northstar Engineering

Pueblo Friends of the Arkansas

Pueblo Preservation Commission

Audubon Society

Trees Please

Other Stakeholder Groups

River Surf

Trout Unlimited – Fly Fishing

PACE

CSU Pueblo

Star Creations

Grass Roots Gravel

Cruisin Pueblo

Pueblo Bike Riders

ADA Commission

Boy and Girls Club

Rafters and Boarders

Various Neighborhood Groups

Individual Landowners

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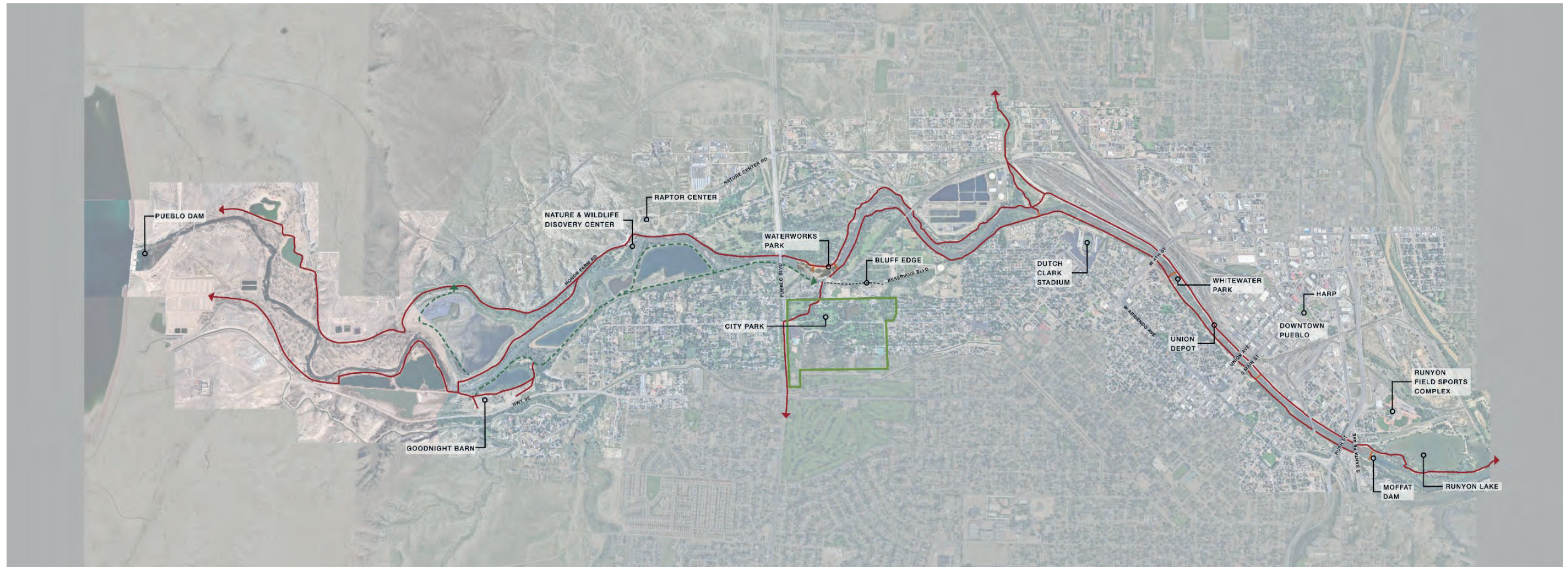
05 Priority Projects

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01 Introduction

1.1 Project Overview

The City of Pueblo, partnering with the Pueblo Conservancy District (PCD), sponsored this Master Plan (Plan) study for approximately 200 acres of land including 7-miles of river corridor from Lake Pueblo Dam to Runyon Lake with special attention to the north edge of City Park and the transition down to Waterworks Park. This Plan will be utilized to guide policy and resource decisions by community leadership as City Park and the Arkansas River Corridor are further developed. The Plan will also help leverage Federal, State, and local funding opportunities for the Arkansas River corridor through Pueblo.



1.2 Project Background

City Park is a historical community park with numerous amenities that include a zoo, swimming pool, softball fields, a dog park, a tennis complex, two fishing ponds, a skateboard park, bocce courts, an indoor shooting range, 18-hole disc golf course, a historic carousel with amusement rides and concessions, an indoor rental hall, the Parks and Recreation administration office, and a maintenance compound.

The streets that run through City Park are one-way but are typically used as an east-west short cut through the park to get from one side to the other. Pueblo Boulevard is a high-volume road on the west, a golf course and irrigation ditch exist on the south side, a residential neighborhood is located on the east, and the Arkansas River is located along the north edge of the park at the base of a 50 ft bluff. The only existing river trail connection from City Park down to the Arkansas River is very steep and difficult to use.



Along the Arkansas River Corridor there is an extensive non-motorized trail system that reaches from the Pueblo Dam on the west to Runyon Lake on the east. The trail also connects to the Colorado State University - Pueblo campus and provides access to most of the residential neighborhoods in and around Downtown.

Most of the western extent of trail runs through low bottom lands with high natural bluffs. This natural riparian area features a meandering trail that follows the river course and is shaded by large cottonwood trees. The central reach of the river trail is more urban with developed bluffs, some residential and industrial use in the bottom land, and finally the river levee encroaching upon the river corridor and trail as it reaches Downtown.

Along the Arkansas River, immediately to the north of the City Park is Waterworks Park. The Pueblo Board of Water Works department funded this project to improve a previously unsafe drop structure and upgrade the water take out system. Waterworks Park features an improved river with a series of boat drops and chutes to make it safe for boaters, which included replacing one pedestrian bridge and adding a second bridge to an island in between the boat drops and chutes. The park has become a destination for local residents and visitors, primarily made up of water recreation groups. Access to Waterworks Park is limited and has become a primary discussion point for various stakeholders during our engagement effort for the project. A summary of stakeholder engagement efforts is outlined below.

A connection from the river corridor to Downtown remains a primary goal for the City but will be complicated and costly due to the location of the Pueblo Rail Yard which bisects the area and separates the river corridor from the core of the City. There have been several recent studies that have considered bridge connections from the Arkansas River Levee Trail to the Pueblo Union Depot or possibly via Union Avenue bridge to address this community trail gap. Although this connection was not a focus of this master planning effort, it was a consideration based on attention that was brought forward during the 2017 Arkansas River Levee Master Plan.



Trail in west corridor near Nature Center



Trail access to the north side of Waterworks Park



Aerial view of Waterworks Park looking west



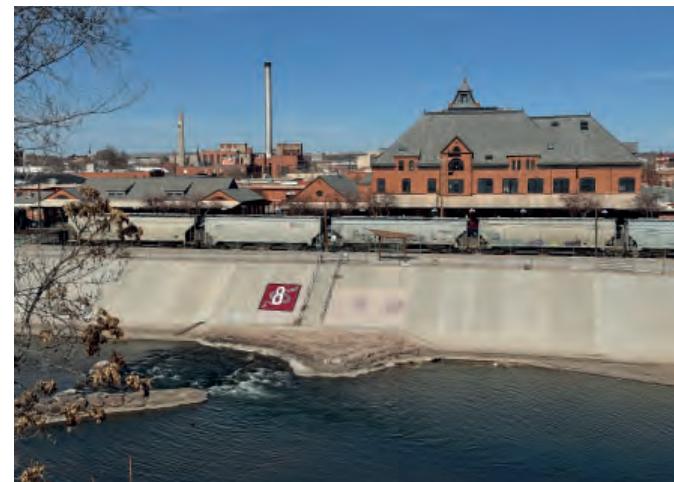
Trail in west corridor near Reservoir Road



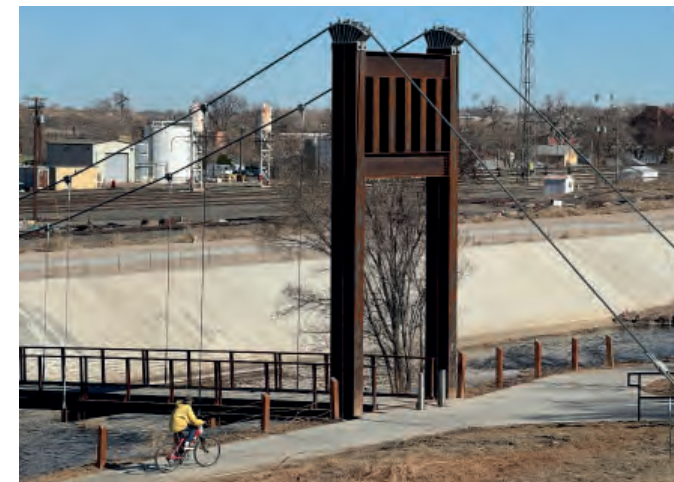
Trail in central corridor near Charles Lee bridge



Trail on the Arkansas River Levee near Downtown



Trail on levee near Union Station



Trail in the east corridor near Nuckolls Bridge



Trail near Lake Runyon

Improvements from the 2017 Arkansas River Levee Master Plan...



Charles Lee Bridge access to top of levee and new murals



Shade and seating along the levee trail



Art installations along levee trail



Drop Structure at Whitewater Park

As noted above, in 2017 the City of Pueblo and the Pueblo Conservancy District championed an effort to prepare the Arkansas River Levee Master Plan which included a 2.75-mile stretch of the Arkansas River Levee adjacent to Historic Downtown Pueblo. The planning process was initiated in response to ongoing work to lower the existing levee in the area, develop safety features to the popular whitewater course, enhance the murals, and assess the opportunities and challenges of the urban river park. The Arkansas River Levee Master Plan laid out a vision for the area below 4th Street bridge which increased community focus on active river recreation, improved connectivity to the river, improved the ecology of the river, and increased economic development opportunities.

The City and the PCD focused this planning effort on the upper Arkansas River basin, specifically the area below City Park, its connection to the lower levee area, and the upper area near Lake Pueblo. The plan addresses further development along the Arkansas River Corridor, particularly between Pueblo Dam and Runyon Lake. It outlines opportunities and strategies for segments spanning from the north boundary of City Park through both whitewater parks.



02 Master Planning Process

The planning process described in this document incorporated comprehensive data on the project site, augmented by insights from City staff and the Pueblo Conservancy District. Additionally, the plan drew from lessons learned during the recent Arkansas River Levee Master Plan, completed in 2017. Active engagement of the community and stakeholders played a central role in the master planning process, involving diverse groups through an open framework to gather input, encourage participation, and inform future development and operational strategies. The outlined planning and design methodology assisted the Pueblo community in visualizing potential enhancements to City Park and the Arkansas River Corridor. Furthermore, the approach includes thorough analysis of access, circulation within City Park, and its integration with both the local community and river corridor, including connections to regional trails. This strategy emphasizes efficiency, effectiveness, and cost consciousness. The following section details specific tasks and anticipated outcomes.

2.1 Project Initiation and Data Gathering

The Design Team worked with City staff to gather all relevant base data currently available or accessible in electronic formats, such as GIS and AutoCAD files for the site. Historic photographs of Pueblo and City Park were also provided to the team. This data served as the foundation for the analysis and subsequent planning concepts. The team collected and examined previous plans and studies associated with City Park, the Arkansas River corridor, and the broader Pueblo parks and trails system. This included, but was not limited to, the 2021 Pueblo Comprehensive Plan, the 2017 Arkansas River Levee Master Plan and the 2003 Pueblo Open Space, Parks & Trails Master Plan. Reviewing this information facilitated an understanding of the site context, neighborhood connections, and historical community objectives, while also assisting in identifying any existing gaps in data or site information.

2.2 Visioning and Programming Work Session

The Design Team worked in collaboration with City staff and the PCD advisory group to establish a clear vision and define project objectives. These meetings refined the goals that informed both planning and design processes, ensuring all decisions remained consistent with the established framework. The purpose of this plan is to assist the City of Pueblo in developing a comprehensive Master Plan for City Park and the adjacent Arkansas River Corridor. Its focus includes enhancing accessibility and expanding recreational opportunities from Lake Pueblo Dam eastward to Runyon Lake. The master plan will serve as a guide for future improvements within both the park and the corridor, addressing amenities, recreation facilities, and potential river modifications. Furthermore, the plan seeks to aid the City in setting strategic targets, formulating policies, and strengthening connections to the broader community.

Outlined below are several principal goals and objectives provided to the Design Team at the project's inception:

- Enhance the corridor for recreation use
- Improve the auto and pedestrian access and circulation related to City Park
- Identify and design City Park and river corridor improvements
- Improve trail access and circulation for pedestrian and bicycle use
- Improved water quality and wildlife habitat in the river corridor
- Identify opportunities for art, culture, and learning in the park and river corridor
- Identify gaps in the trail system and create new linkages to adjacent neighborhoods
- Create rest stations and overlooks along the trail with shade, seating, and information
- Identify remaining river hazards that must be removed to enhance safety measures
- Study abandoned railroad property to determine possible future use
- Identify key access points and improvements – coordinate with 2018 ARL Master Plan
- Evaluate Runyon Lake area and consider recreation improvement

Precedent Imagery was shared to spark the visioning effort...



Pedestrian Event Street



Flexible Event Green and Stage



Shaded Overlook Area



Shaded Accessible Playground



Accessible Trail



Safe Water Access

2.3 Program Development

During early meetings with the City and PCD several areas of interest within the 200-acre project corridor were identified. The initial study areas considered were City Park and Waterworks Park (together), the Pueblo Nature Center and Raptor Center, Whitewater Park at 4th Street, and Runyon Lake with Moffat Street Dam. The team also had some initial ideas regarding how to activate and provide access to the historic Goodnight Barn, which the City owns. A development program for these study areas was informed by work sessions and interviews with City staff, advisory groups, recreation stakeholders, and other community input. The planning process also considered prior programming data from previous documents such as the 2018 Arkansas River Levee Master Plan. Relevant information from this previous plan including stakeholder feedback, and needs assessments concerning recreational opportunities, was reviewed and incorporated as appropriate. The City and PCD evaluated the draft program and prioritized improvements according to current needs and future budget considerations. Once a final program was approved we held a one-day design charette with City stakeholders, leadership members and PCD members to explore concepts for several areas within the project area. Programming work session resulted in a list of various improvements for each site.

2.4 Inventory and Analysis

Site visits for inventory and analysis of the project area were critical during the Data Collection and Analysis Phase of this planning process. The Design Team visited City Park on numerous occasions and walked the entire 7.5-mile corridor over several months. Through photography and analysis of existing site conditions and amenities we were able to connect the dots with much of what we had heard through stakeholder engagement. Some of the primary existing challenges are listed below:

- The lack of parking and access to Waterworks Park is a challenge – this comment was the number one comment voiced by nearly every stakeholder.
- Trail from City Park down to Waterworks Park is not accessible.
- The north edge of City Park is an underutilized area with great views that is often a spot for late night trespassing and vandalism
- Access and parking along the entire river corridor is a challenge, especially during community events. Some areas in the corridor are remote and hard to get to in an emergency.
- The Nature Center has challenges with drainage flooding from their parking to through their event area and with safe river access for boating and fishing.
- There are several areas along the river corridor that could be improved for safe fishing access and/or accessible fishing.
- Runyon Lake is an underutilized resource and out of sight due to its location. It is also a spot that attracts vandalism or other misuse.
- There are several areas within the corridor that need improved boat inputs or takeouts. Many of these areas are related to a specific destination within the corridor like the Nature Center or Waterworks Park or Moffat Street area.
- There are areas within the river corridor that require updates or improvements. These areas include some lengths of trail replacement, treatment of eroded river banks, erosion control on bluffs, along with debris removal and cleanup.

All relevant site condition data—including topography, vegetation, structures, utilities, boundaries, and easements—were incorporated into the analysis to develop opportunities and constraints maps for multiple locations within the Arkansas River Corridor and City Park, supporting the evaluation of conceptual design alternatives. Although an environmental assessment was not required for this master plan study, ecological factors were taken into account during the analytical process.

Site visits were used to record various challenges within the project area...



No auto access or parking at Waterworks Park



Trail down to Waterworks Park is too steep



North edge of City Park is underutilized



Limited parking at 4th St and Whitewater Park



Parking lot drainage issues at Nature Center



Safe and accessible fishing areas are needed



Lake Runyon is underutilized with limited access



Moffat Dam needs pass-through and takeout



Erosion and maintenance needed for safety

2.5 Stakeholder Engagement

The Design Team worked with the City and the PCD on a preferred engagement style, proposing an initial phase of targeted meetings with City staff and project partners for early input. During the process, all in-person events were extended through the use of Social Pinpoint, combining in-person and online outreach as needed. The team organized focused meetings with City staff, advisory groups, and project partners including CDOT and Pueblo County to spark early discussion and idea sharing.

Comprehensive Stakeholder List

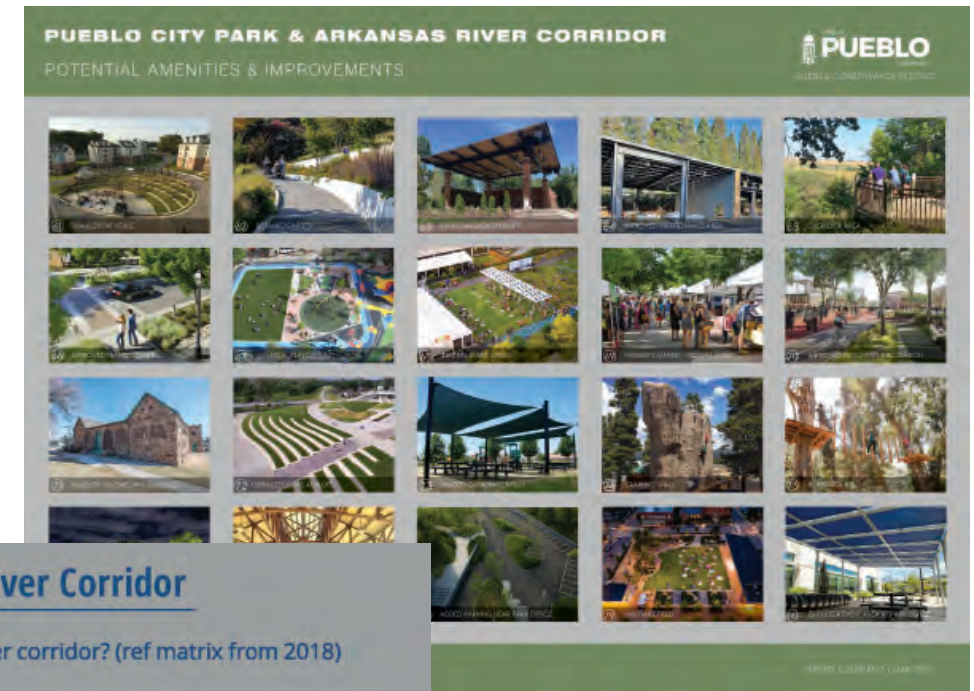
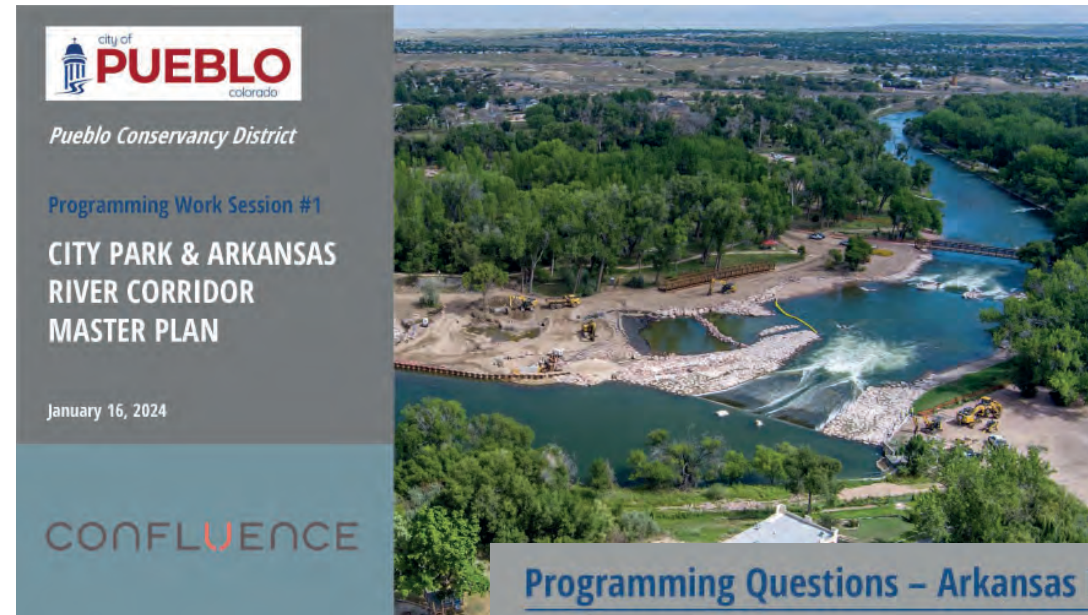
Relying on input from the City and PCD, the Design Team compiled a list of various community stakeholders ranging from City Leadership, State and County partners to recreation groups and adjacent neighborhood groups. A commonality in the groups that were included are that they all have some connection to the community of Pueblo, City Park and/or the Arkansas River Corridor.

Project Questionnaire

A brief project questionnaire was distributed to the stakeholder groups via email, was shared during the first open house and then posted on the project website to maximize stakeholder and community outreach. The questions posed in the survey were primarily geared towards determining possible opportunities and challenges within the project area. Most of the comments aligned with previous community surveys related to the Arkansas River Corridor and

Introductory Open House

Next, the team collected wider community feedback in a public open house format which defined the project area, gave an overview of the inventory and analysis process, and allowed for idea sharing and the identification of key challenges within the project boundary. The input from this early outreach and engagement helped form the planning program and prioritize the planning and design focus for the rest of the project including the identification of focus areas within the project boundary.

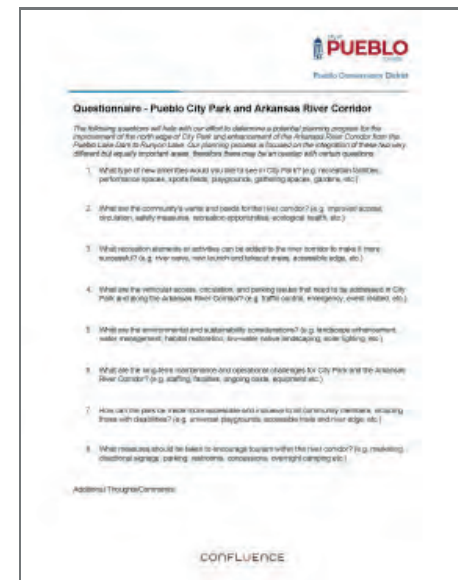
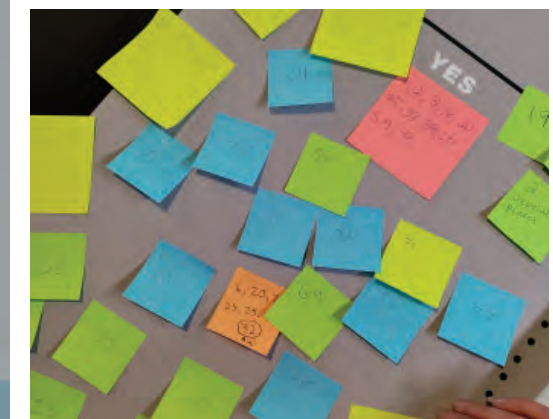


Programming Questions – Arkansas River Corridor

2. What are the community's wants and needs for the river corridor? (ref matrix from 2018)

Initial Responses:

- Clean it up and make it safe for trail and water users.
- Restrooms and changing rooms.
- Access to the river from Union Bridge or other connection from Union Ave District.
- Additional access points to the river.
- Increased park ranger coverage of the trails.
- Additional trash cans.
- Signage.
- Opportunities for more organized events.
- The 2018 process aligns with the "wants and needs" that are requested for the 2024 plan. While some items have been accomplished (trails and bridges).
- Parking and access are the priorities.



2.6 Charette Work Session

The Design Team coordinated a Charette Work Session with City and County Staff, members of the Pueblo Conservancy District and other interested community leaders and stakeholders. The design work session focused on the five focus areas listed below but other areas within the project extents from the Pueblo Dam east to Runyon Lake were also up for consideration and discussion. Base mapping was created for the areas of focus and a list of program elements derived from both stakeholder and community input was provided to fuel conceptual ideas.

Charette Focus Areas

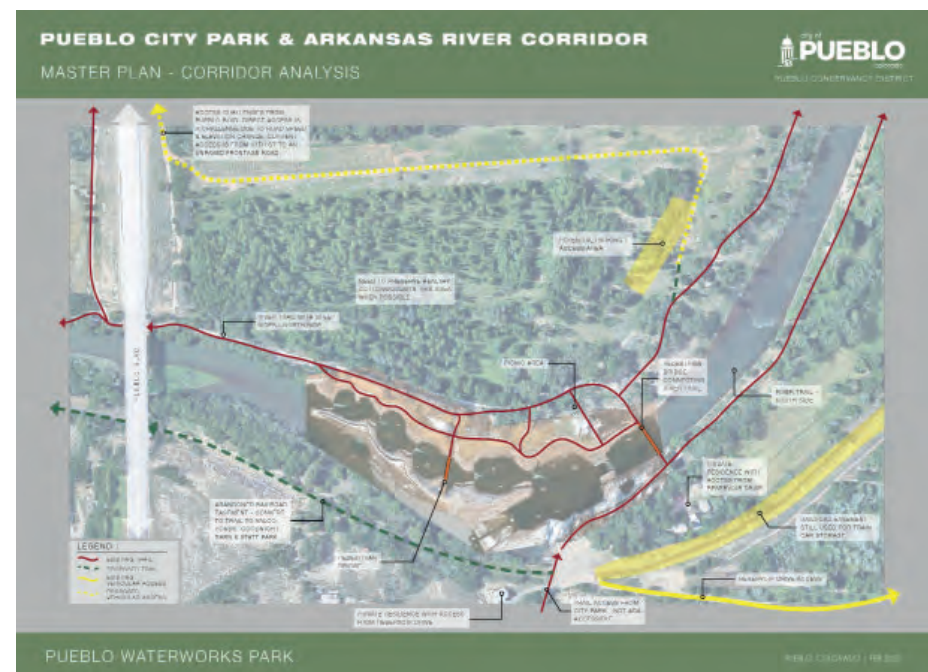
City Park - focused on the north bluff of City Park and access to Waterworks Park below. The following list of program elements was provided for the charette.

- o Access to Waterworks Park (auto and pedestrian)
- o Expanded parking (event and daily)
- o Programmable event space/green
- o Overlook and walkway
- o Botanic Garden (CSU Extension)
- o Improvement to maintenance yard
- o Updated skate park
- o Universal Playground (with Shade)
- o Bike Pump Track
- o Event street with shaded food truck area
- o Group Picnic Area near the City Park office
- o Breakout patio space from City Park meeting room
- o Trail connection around pond
- o Improved edges of pond for edge access and safety egress
- o Preserve disc golf course and possibly enhance areas



Waterworks Park - focused on access and parking for Waterworks Park. The discussions regarding access included both auto and pedestrian access to Waterworks Park including some options for access directly from City Park. The following list of program elements was provided for the charette.

- o Primary auto access and parking on north side of river
- o Limited auto access and parking on south side of river
- o Improved pedestrian connections on south side from City Park
- o Restroom/changing/ concessions and storage building
- o Life jacket station
- o Improved boat takeout area
- o Group picnic areas
- o Wayfinding/interpretive signage
- o Increased accessibility to water edge
- o Water safety signage
- o Trail and parking safety - lighting and emergency markers
- o Trail gap improvements
- o Event seating area
- o Fishing access



Charette Focus Areas (Continued)

The Nature & Wildlife Discovery Center – focused on west corridor river access, trail access, parking and site drainage issues. The following list of program elements was provided for the charette.

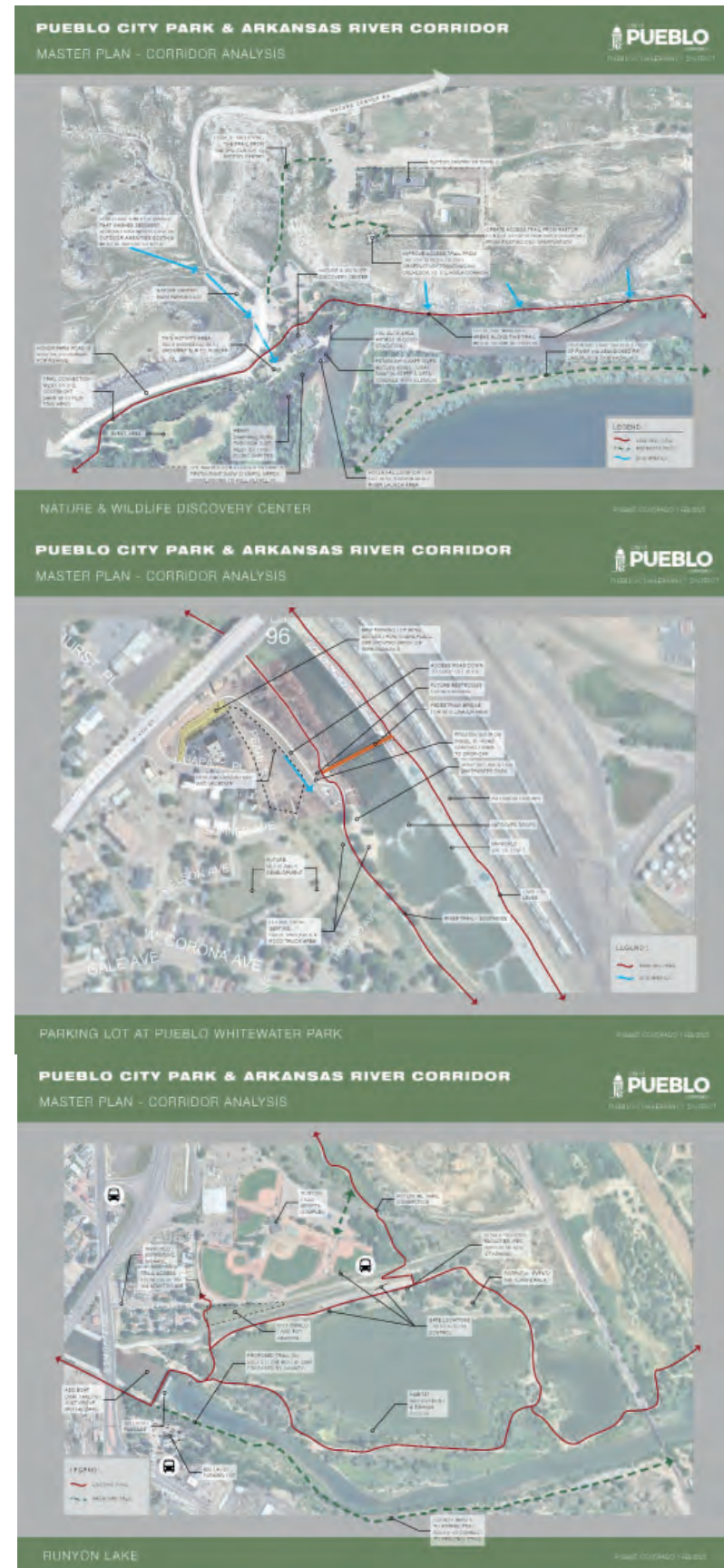
- o Fishing access and parking
- o Trail extension/improvement
- o Pedestrian bridge(s)
- o Boat ramp access
- o Group picnic areas
- o Wildlife/bird watching areas
- o Wayfinding/interpretive signage
- o Improved parking
- o Drainage and erosion control
- o Increased accessibility
- o Water safety actions
- o Trail safety – lighting and emergency access markers

Whitewater Park – focused on the central corridor and improved parking and circulation along with enhancing the area with amenities for daily use as well as events. The following list of program elements was provided for the charette.

- o Restrooms, changing, concessions, and storage at Whitewater Park
- o Trail extension/improvement
- o Boat ramp access (Take out)
- o Group picnic areas
- o Wildlife/bird watching areas
- o Wayfinding/interpretive signage
- o Improved parking
- o Drainage and erosion control
- o Increased accessibility
- o Water safety actions
- o Trail safety – lighting and emergency access markers
- o Water event area with seating
- o Added shade

Runyon Lake – focused on enhancement of existing natural amenities eastern corridor and trying to establish some type of destination use that will attract people and improve safety. The following list of program elements was provided for the charette.

- o Fishing access and parking
- o Trail extension/improvement
- o Boat ramp access (Take out)
- o Group picnic areas
- o Wildlife/bird watching areas
- o Boat Takeout near Moffat Dam
- o Cabin retreat rental area in northeast corner
- o Restroom and storage building
- o Wayfinding/interpretive signage
- o Improved parking
- o Increased accessibility
- o Water safety actions
- o Trail safety - lighting and emergency access markers



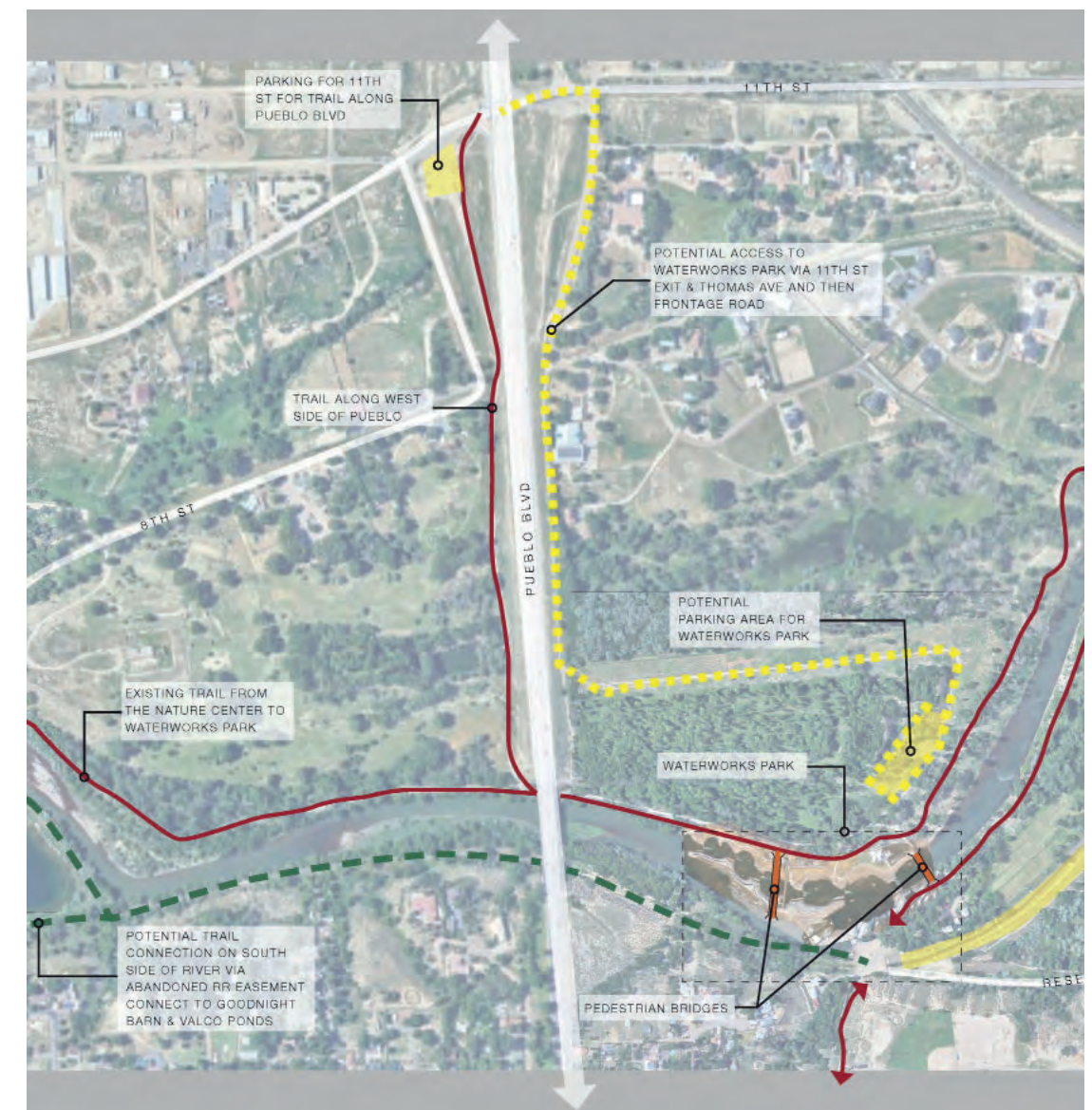
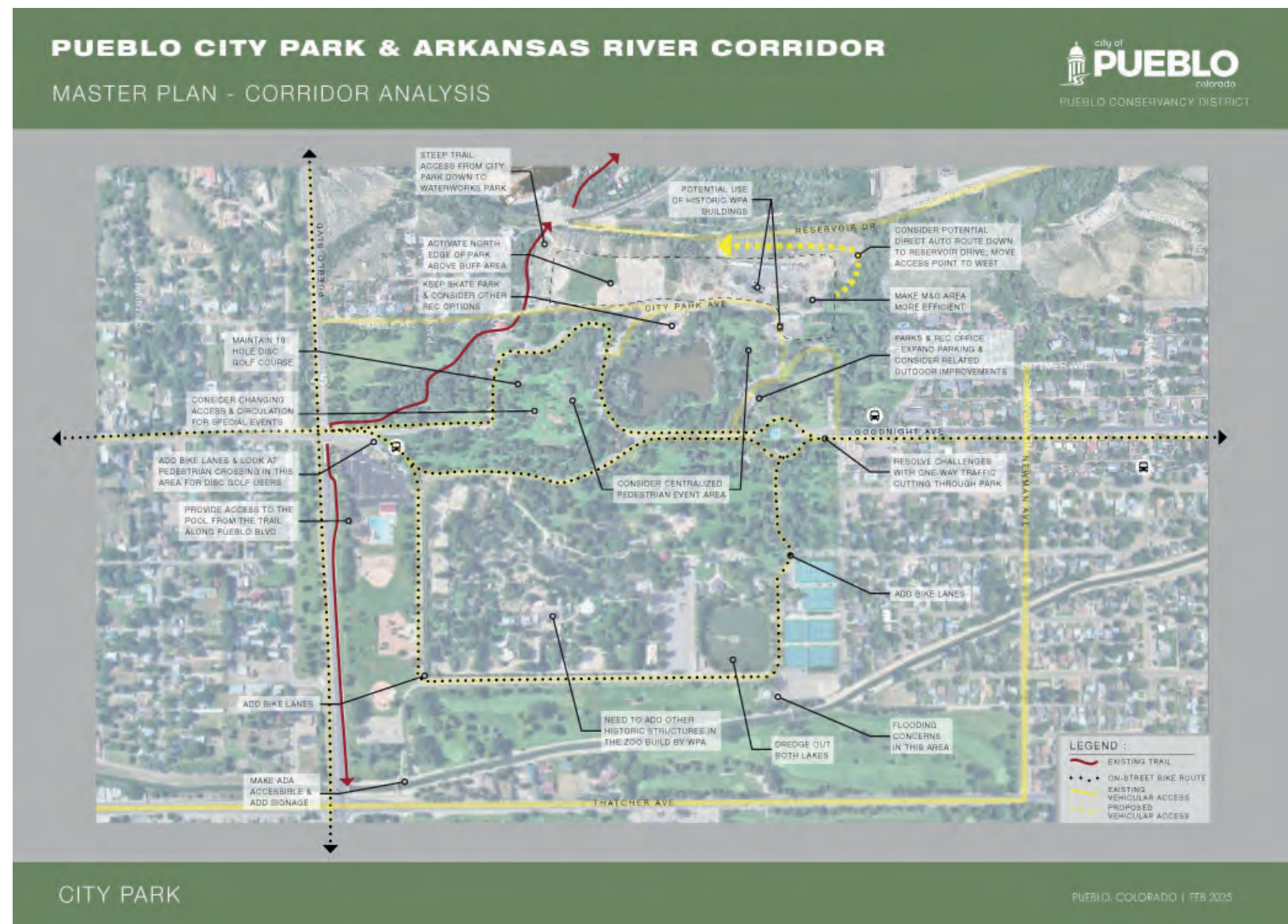
Charette Focus Areas (Continued)

Access and Circulation

During the design charrette there was much discussion about access and circulation both to the river corridor and to City Park. However, a primary focus for many of the participants was to provide access and parking to Waterworks Park. Discussions during the work session yielded several alternatives for providing access from the north side of the river as well as the south side via City Park.

The Design Team consolidated and assessed all available data from the City regarding access and circulation within City Park and the surrounding trail network. This assessment considered both vehicular and pedestrian movement. The work for this planning effort included the following steps:

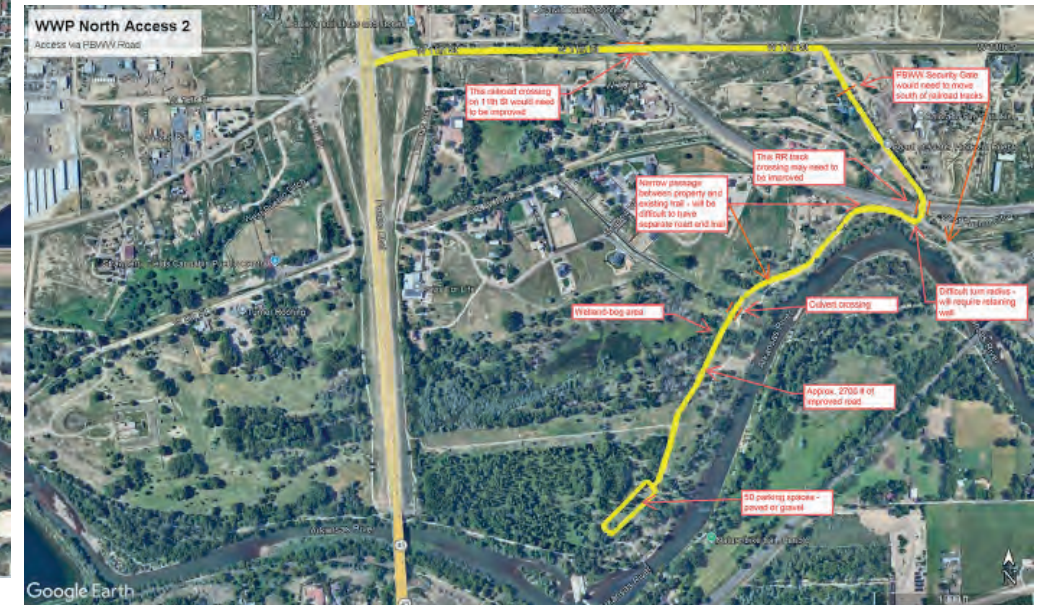
- Assessed user access and circulation patterns throughout City Park and adjacent trails and develop recommendations to enhance access and circulation
- Reviewed emergency access and circulation to the Arkansas River Corridor
- Explored options for providing access and parking to Waterworks Park
- Considered guidelines for achieving fully integrated trail connections
- Analyze opportunities for crossings and easement improvements



Site Concepts (continued)

Waterworks Park Access

Discussions regarding Waterworks Park were primarily with regard to access and parking. Several different options were identified during the charette work session and were documented as access diagrams. Two of these options show access and parking on the north side of the river with access provided from the 11th Street Exit via Pueblo Blvd. Three of the options show access from the south side of the river and City Park via different connections to Reservoir Road which is controlled by the Pueblo Board of Water Works. An ultimate option would be to potentially allow limited auto access to both sides of the river and safe and accessible pedestrian routes connecting all. The options for Waterworks Park show a number of improvements to the existing park including the addition of a building with restrooms, changing rooms, and concessions. The location of this building would likely be on whichever side the primary parking and access end up on. A variety of other smaller improvements including a boat-takeout, picnic shelters, a life vest station, and nature play area were all discussed for the Waterworks Park.



NOTE: The City and Design Team met with Pueblo County and CDOT to discuss the feasibility of these options. During these meetings we learned that the county has funding for parking and access from the north side of the river. Option 1 is the access route used during the construction of Waterworks Park and is generally accepted by both the County and CDOT.



Site Concepts (continued)

The Nature & Wildlife Discovery Center

Several ideas were presented to enhance river access, trail access, parking and deal with the major drainage challenges at the Nature Center. Two concepts focused on the possibility of moving the existing building which is right in the path of a major drainage route. Both concepts imagine adjusting the alignment of the access road and adjusting the existing parking lot to redirect the drainage water and allow for opportunities to better control flooding. One concept was shared that shifts the building slightly to the north against the natural bluff so that it is out of the drainage path. In this concept the core park and event area would be reconfigured to handle the drainage and be used for event and gathering areas. A second concept for the Nature Center is to move its location up on the bluff adjacent to the Pueblo Raptor Center. In this concept the two ecologically based facilities would share a common overlook area, parking and improved accessible connections down to park and trail improvements at the river level. Each concept would include opportunities for outdoor education, nature play, and picnicking adjacent to the river trail. Both concepts would feature enhanced parking, drop-off, trail access and an improved boat put-in area that will accommodate watercraft that is delivered via small trailer.



PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR



PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR



PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR



Site Concepts (continued)

Whitewater Park (4th Street)

The concepts for this area, with access from 4th Street, were focused on improved parking and circulation along with enhancing the area with amenities for daily use as well as events. The plans show an improved drop-off area, more parking, a restroom/changing room, food truck area, and opportunities for more shade and seating. Many of these items were defined in the 2017 Arkansas River Levee Master Plan along with several improvements that have been implemented like the new pedestrian bridge, paved trail, shade elements, and art along the top of the levee. Other thoughts and concerns came up during the Teams exploration of this area including maintenance of the drops, providing seating on the levee face, the future wave shaper that was highlighted in the 2017 Levee Plan and finally a pedestrian bridge and trail connection from Downtown/Union Station area across the railyard area to the levee top



The improvements shown below were a part of the 2017 Arkansas River Levee Master Plan



Site Concepts (continued)

Runyon Lake

The general discussion for this area focused on the enhancement of existing natural amenities and trying to establish some type of destination use that will attract people and improve safety. There were initially three concepts... one featured a community recreation/activity center that would support community needs in this area and possible share parking and relate to the Runyon Field Sports Complex that is just on the other side of the levee. A second concept explored the idea of a camp/retreat with a central service building and small cabins. This area would provide opportunities for family reunions, corporate retreats, leadership seminars or art/music camps. Both of these concepts featured group picnic areas, nature play, flexible multipurpose fields and some form of ropes course/climbing area. The third concept for the Runyon Lake area was to keep it natural, improve trails, fishing access and to address some long-standing challenges at Moffat Dam.



Site Concept - Other Areas of Discussion

Moffat Street Access and Moffat Dam -

Parking improvements and river access via Moffat Street, from the south, is an upcoming project for the Pueblo Conservancy District. This area has been on the City and PCD's radar for some time due to the challenges of the Moffat Street Dam. Discussions of this area would improve safety through the addition of a new boat pass-through at the Moffat Dam and a boat takeout location below the dam on the south bank of the river that would be accessible by the proposed new parking area off of Moffat Street.



Goodnight Barn Area – focus on preserving existing building and adding parking and other support amenities to make the venue more accessible and usable for events. During the process it was determined that there are already plans for improvements for the Goodnight Barn area. Improving fishing, trail access, and parking in the area were also discussed but will need to be coordinated with Colorado Parks and Wildlife and their trail, parking and river access locations in this area.



WPA-CWA Structures – there are several Works Progress Administration (WPA) and Civilian Work Administration (CWA) elements in the community of Pueblo. These structures were constructed as a part of the New Deal programs that were established by President Franklin D. Roosevelt during the Great Depression. The elements within City Park are comprised of several buildings, some walls and monument signage. During this conceptual master planning effort, the intentions of the team were to reuse and incorporate this elements into the overall design where ever possible.



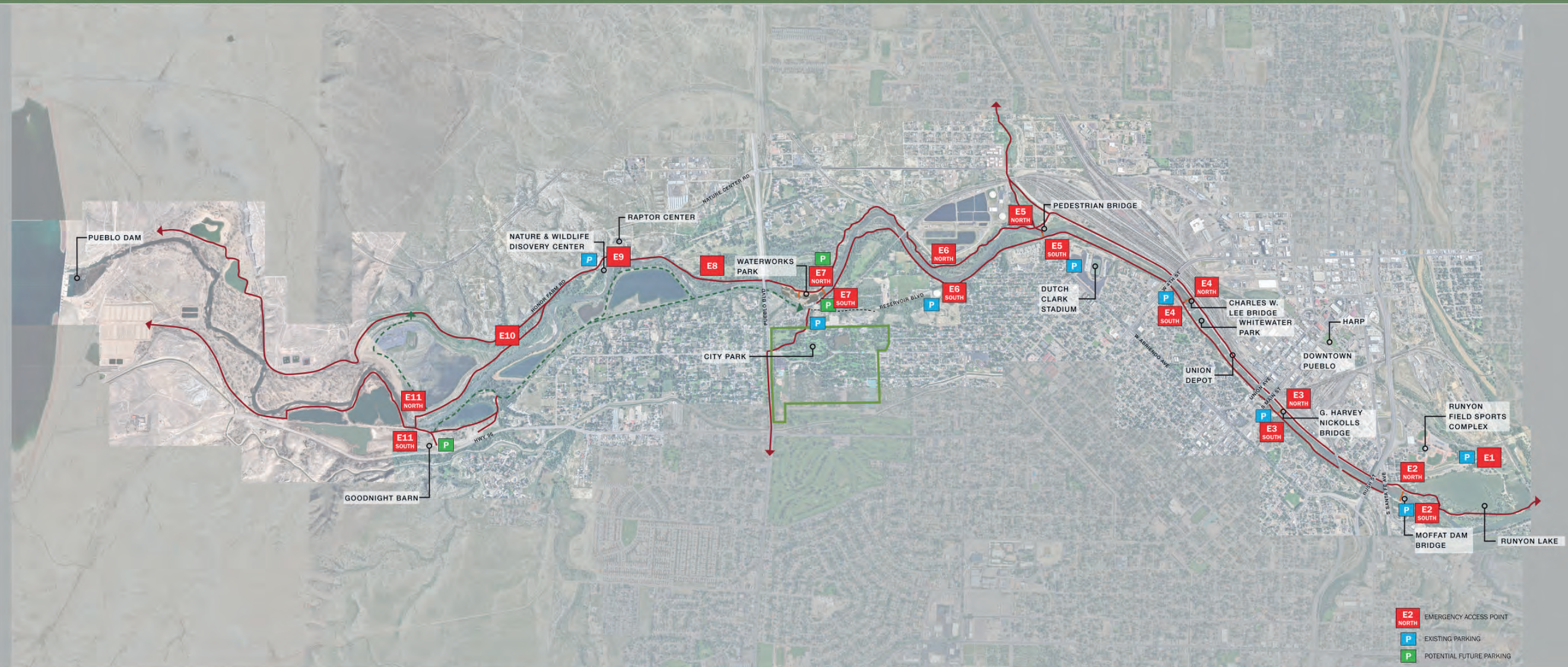
Site Concept - Other Areas of Discussion

Emergency Access

River Corridor – A graphic was shared showing eleven Emergency Access Points along the river corridor from Runyon Lake west to the Goodnight Barn. These EAPs are shown primarily at pedestrian bridge crossings and on average are approximately one mile apart. These access points will need to be coordinated with the City's plan to provide mile markers every half-mile along the trail corridor.

PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR

MASTER PLAN - CORRIDOR ANALYSIS



EMERGENCY ACCESS POINTS

PUEBLO, COLORADO | JUNE 2025

2.8 Open House to Share Concepts

An Open House event was held on June 5th for the Pueblo City Park and Arkansas River Corridor Master Plan project.

During the Open House the design team shared some initial concepts from our recent Design Charette Work Session with City and County Staff, members of the Pueblo Conservancy District and other interested community leaders and stakeholders. The presentation was also shared online to provide an opportunity for all interested parties to review initial ideas, make comments, and help the design team understand community priorities and preferences for potential improvements within the project boundaries. The design work session focused on the five key areas listed above but other areas within the project extents from the Pueblo Dam east to Runyon Lake have also been considered and are up for consideration and discussion.

Design Questionnaire

A second project questionnaire, focused specifically on the design concepts, was distributed during the second open house and was then posted on the project website, with the concepts, to maximize stakeholder and community input. The questions posed in the survey were primarily geared towards understanding preferences for ideas within the project area. The comments were overwhelmingly positive and focused primarily on similar themes of making City Park and the Arkansas River Corridor a safe and accessible destination for a variety of community and recreation user groups.

Social Pinpoint - Online Survey Results

Shared concepts and questionnaire on Social Pinpoint with access from City of Pueblo website through the Parks and Recreation. Recorded Online survey and results compilation/analysis, community meetings and results compilation/analysis from Social Pinpoint website. The summary presentation was posted on the website for approximately 5 weeks.



Some quotes from the questionnaire

SOME CONCERNS

- "Too many motorized vehicles illegally using river trails"
- "There are not enough family restrooms!"
- "Parking close enough for ADA; Emergency vehicle access..."
- "I am concerned about already seeing an influx of traffic for the water park. Worried North parking might worsen this."
- "Need to educate the public about water safety!"
- "The nearby neighborhoods will suffer from noise pollution & litter from park goers."

Some quotes from the questionnaire

SOME POSITIVE RESPONSES

- "Net positive in terms of benefits for community & liveability"
- "The community will love having these beautiful spaces to enjoy"
- "These designs offer more engaging & accessible ways for the community to connect with the outdoors & with one another!"
- "Better access will improve the quality of life"
- "Should have a tremendous economic impact and will increase pride within our community"

Some quotes from the questionnaire

SOME PRIORITIES

- "Parking & accessibility for all families to enjoy"
- "Restrooms. People are using the bushes!"
- "Safety. Adequate lighting and park rangers."
- "More shaded places to sit."
- "Keep as much of the natural habitat as possible!"
- "River access, safe parking & changing/restrooms."

PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR PUBLIC INPUT

WHICH DESIGN ELEMENTS DO YOU FIND MOST APPEALING?

- "Entertainment park with theater"
- "Cleaning up Runyon Lake"
- "More trees, as trees help reduce noise pollution."
- "I'm especially drawn to features that support environmental education."
- "It's important to me that the park maintains quieter, peaceful areas for both people and wildlife."
- "All of the elements that improve access & the quality of space"
- "More playgrounds as I have a toddler who does not always enjoy the water or other features"
- "I like that you can sit on the rocks & put your feet in the water!"
- "River access & parking"
- "I like the elements that keep it more natural & not over-developed!"
- "The consideration of ADA accessibility"
- "Designs that help to bring back unsafe areas for the public with event / gathering space"
- "Pump track!!"
- "New opportunities for recreation!"

QUESTIONNAIRE ANSWERS

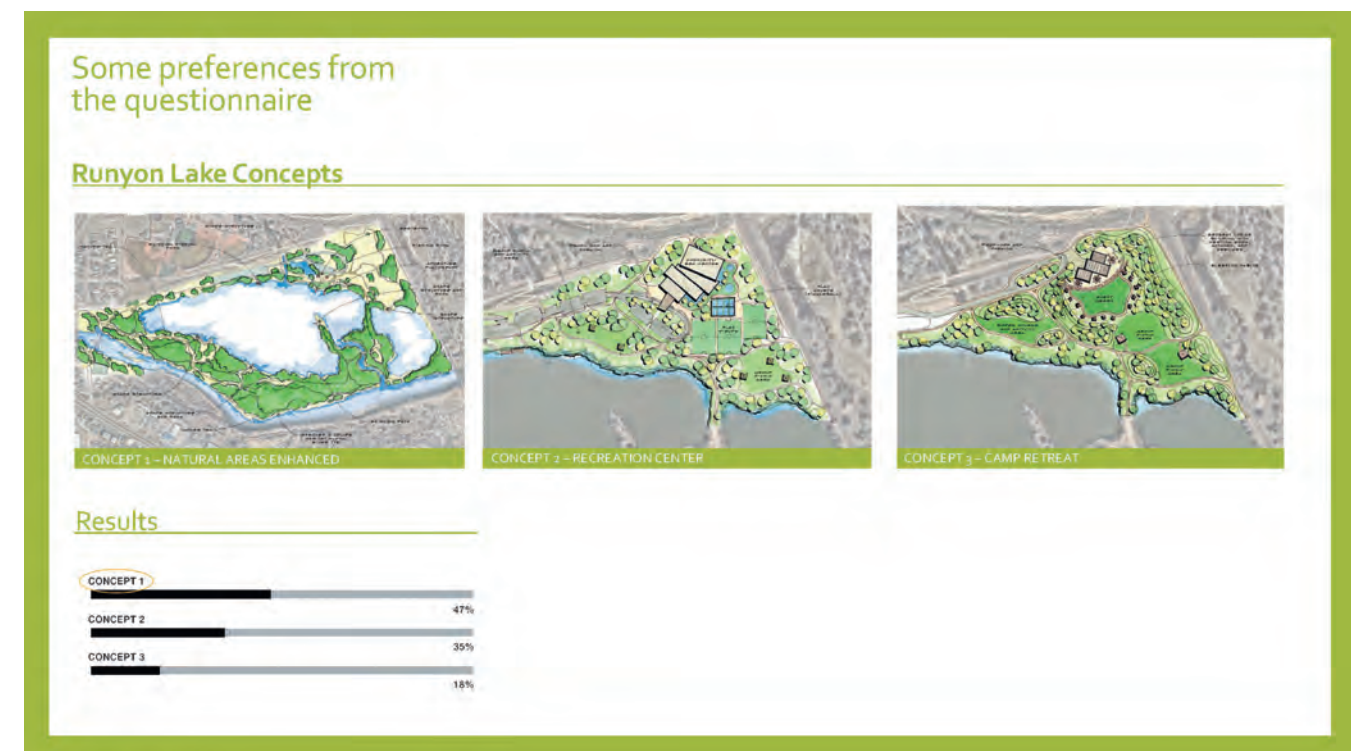
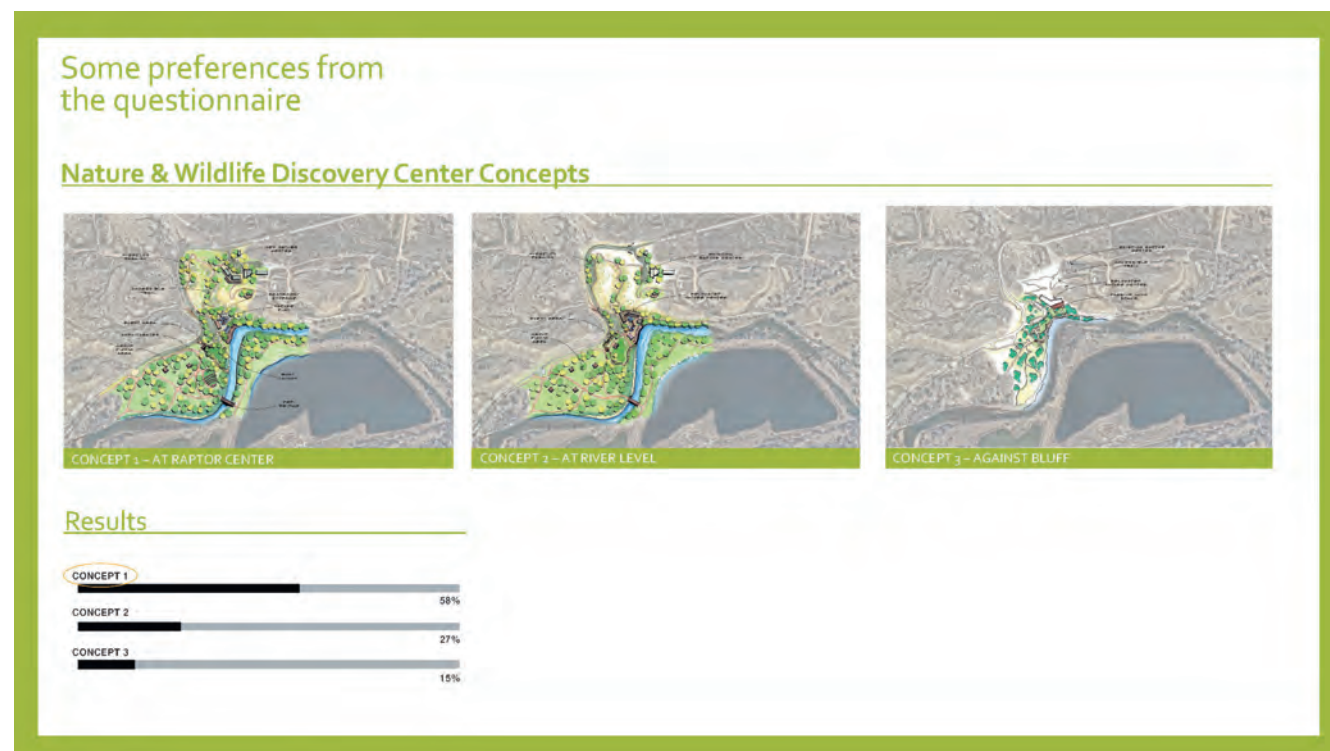
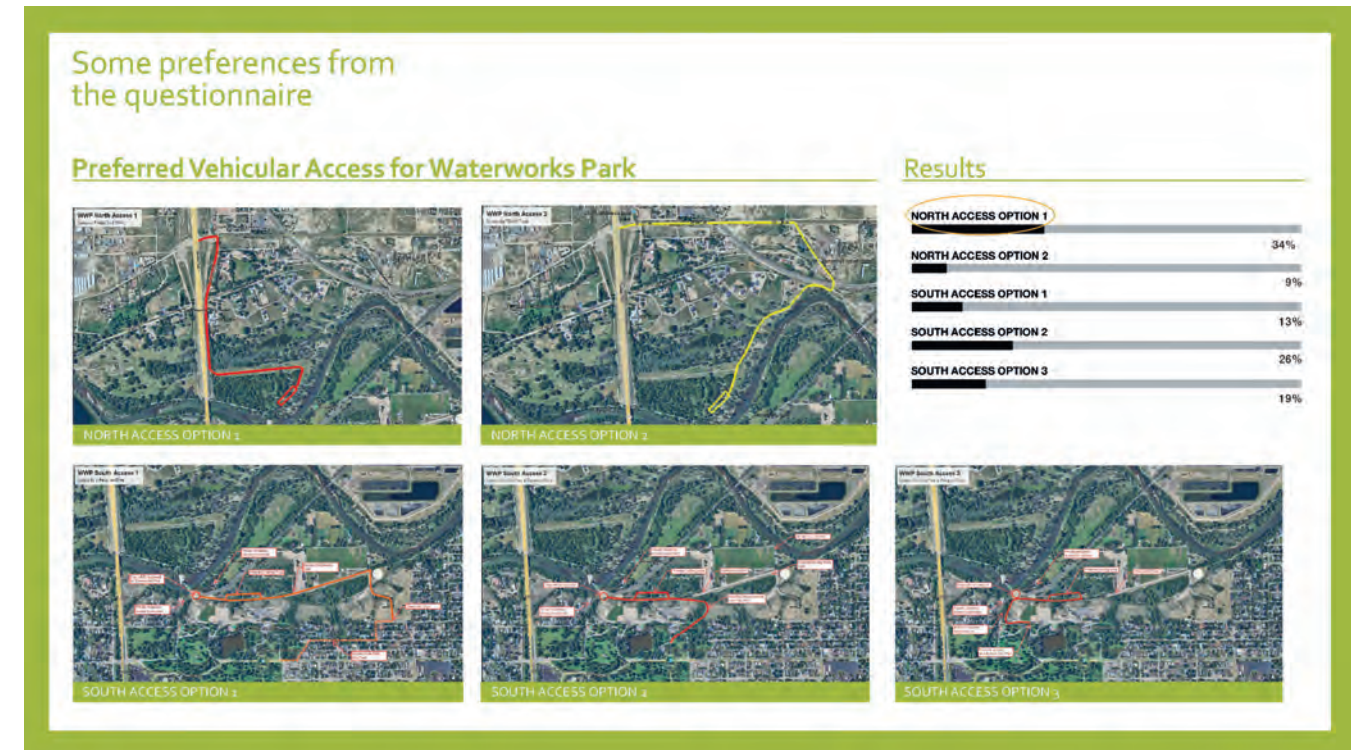
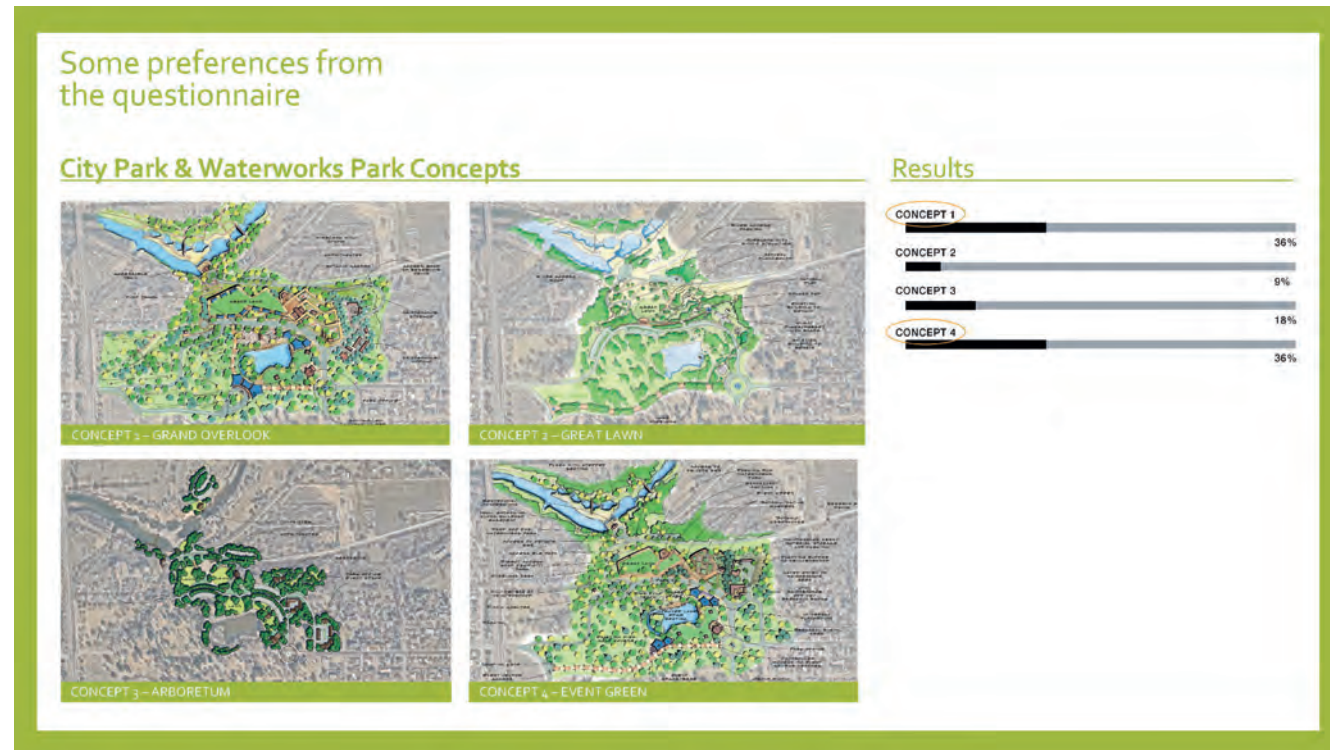
PUEBLO CITY PARK & ARKANSAS RIVER CORRIDOR PUBLIC INPUT

ARE THERE CERTAIN ASPECTS THAT CONCERN YOU?

- "If an amphitheater is chosen, what impact study has been done for noise levels?"
- "As a resident of Meadow Valley Estates, I am concerned about already seeing an influx of traffic for the water park. Worried North parking might worsen this."
- "Parking close enough for ADA; Emergency vehicle access..."
- "Need to educate the public about water safety!"
- "Funding..."
- "Dead-end parking lots hidden from view foster illegal activity."
- "Too many motorized vehicles illegally using river trails."
- "Amphitheaters tend to attract vandalism when left vacant for large periods of time."
- "Not enough access for senior or disabled citizens."
- "There are not enough family restrooms!"
- "Very concerned about the 2 concepts that remove the skatepark. This is heavily used by Pueblo's youth!"
- "Any design concept should be considered with the community and their needs first, including our wildlife community."

QUESTIONNAIRE ANSWERS

Stakeholders shared their preferences both in-person and online during and after the Open House event...



NOTE: It is important to understand that the ideas for the various areas are based on a planning program of potential improvements/amenities as identified in the beginning of the project through interviews, meetings, and surveys from community leaders and stakeholders. Previous design plans related to the project area were also considered. It is also important to note that the ideas represented in the drawings and diagrams are not set in stone... the depictions are merely a variety of ideas about potential improvements that will help attract people to City Park and the Arkansas River Corridor while ensuring safe access to amenities and improved circulation to the entire community.

03 Preferred Concepts

The input collected from City staff, the Conservancy District, various stakeholders, and other community members has been summarized in this document. The most favorable and feasible elements from the various concepts were combined into a Preferred Master Plan for City Park and the adjoining Arkansas River Corridor. The master plan was refined with the development of supporting diagrams, sketches, digital renderings, and reference images to illustrate the type, scale, and character of the proposed improvements. A list of potential improvements for the master plan are summarized below. The list identifies program elements as defined by the master plan concepts that address the parks and recreation requirements for the project area defined above. The Capital Improvements Plan (CIP) will list potential projects and prioritize improvements to be implemented over short-, medium-, and long-term timelines.



PUEBLO CITY PARK and ARKANSAS RIVER CORRIDOR MASTER PLAN

PREFERRED DIRECTION SUMMARY PRESENTATION
City of Pueblo and Pueblo Conservancy District

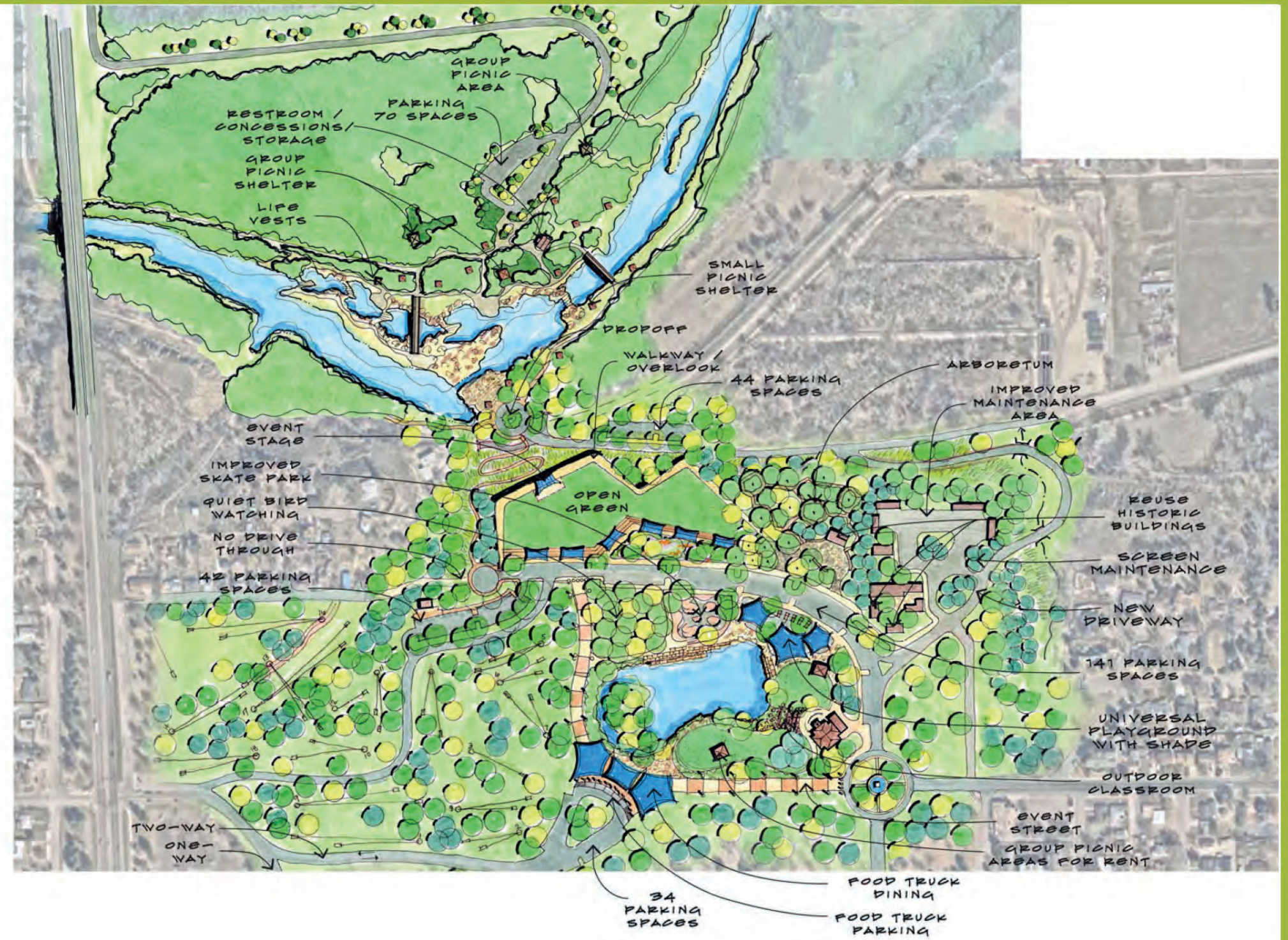
CITY PARK

- Access to Waterworks Park (auto and pedestrian)
- Expanded parking (event and daily)
- Programable event space/green
- Overlook and walkway
- Botanic Garden (CSU Extension)
- Improvement to maintenance yard
- Updated skate park
- Universal Playground (with Shade)
- Bike Pump Track
- Event street with shaded food truck area
- Group Picnic Area near the City Park office
- Breakout patio space from City Park meeting room
- Trail connection around pond
- Improved edges of pond for edge access and safety egress
- Preserve disk golf course and possibly enhance areas

City Park

Preferred Concept

Total new parking spaces in City Park = 217
 (261 including small lot at bottom of bluff)



City Park – Waterworks Park

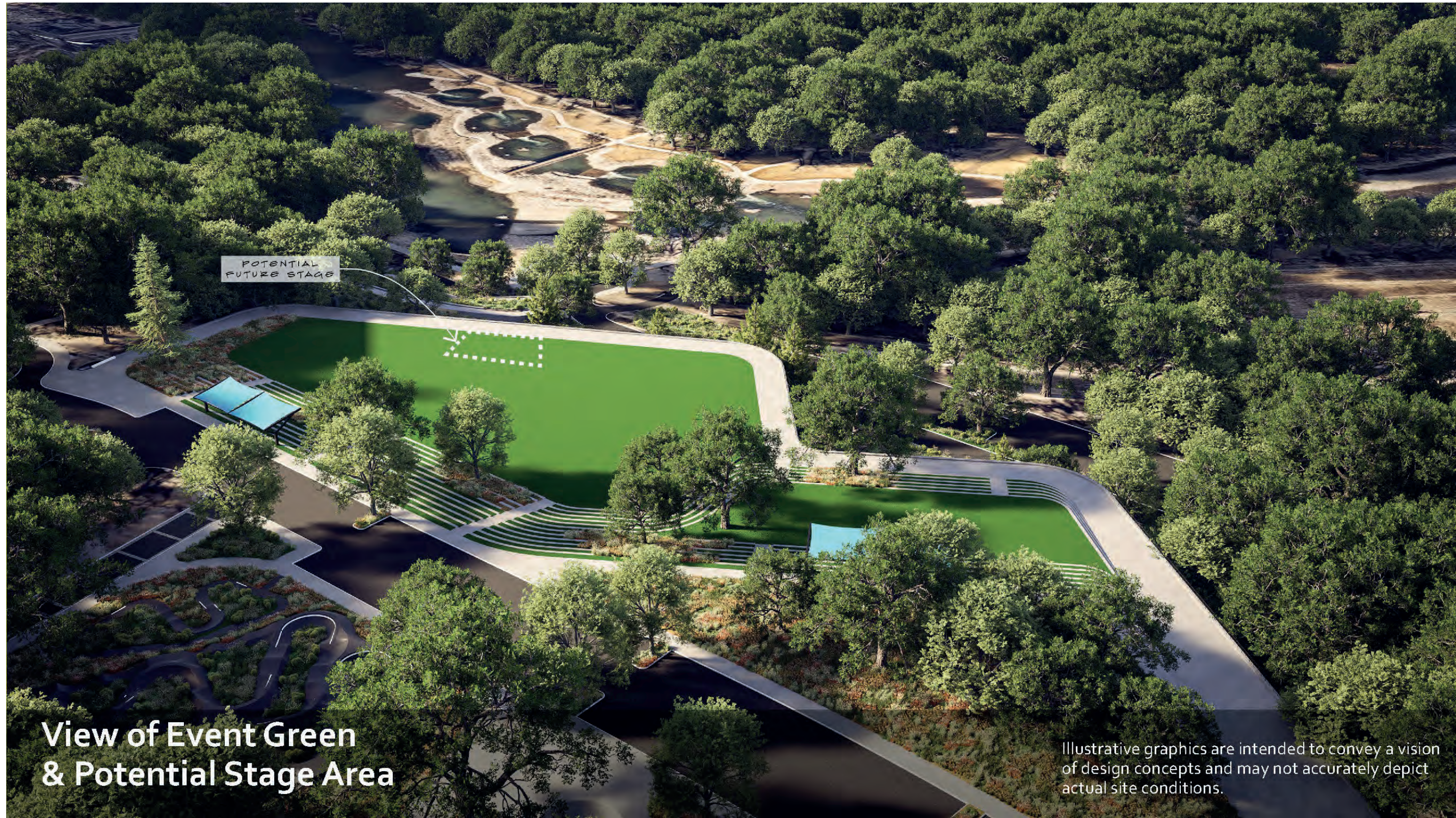
Access Options





Aerial View of City Park Concept

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



View of Event Green & Potential Stage Area

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



View of South Side Access via Pedestrian Trail & Auto

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



View of Accessible Pedestrian Ramp from City Park down to Waterworks Park

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



Night View of Pedestrian Trail Access

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



Visioning Image of Pedestrian Event Street

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



Visioning Image of Pedestrian Event Street

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



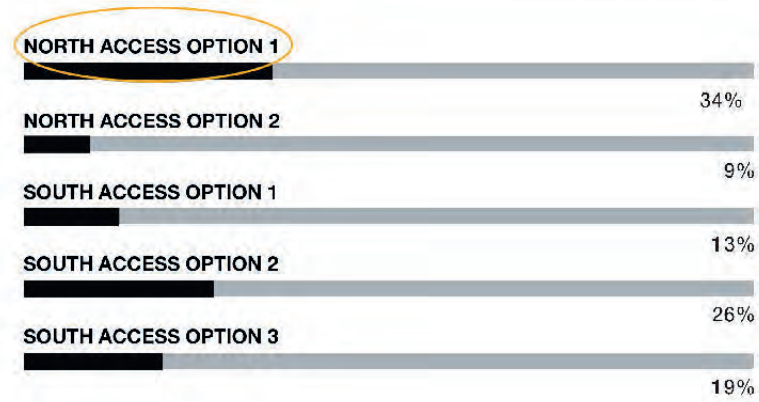
Visioning Image of Pedestrian Event Street

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

WATERWORKS PARK

- Primary auto access and parking on north side of river
- Limited auto access and parking on south side of river
- Improved pedestrian connections on south side from City Park
- Restroom/changing/ concessions and storage building
- Life jacket station
- Improved boat takeout area
- Group picnic areas
- Wayfinding/interpretive signage
- Increased accessibility to water edge
- Water safety signage
- Trail and parking safety – lighting and emergency markers
- Trail gap improvements
- Fishing access

Waterworks Park Preferred Access

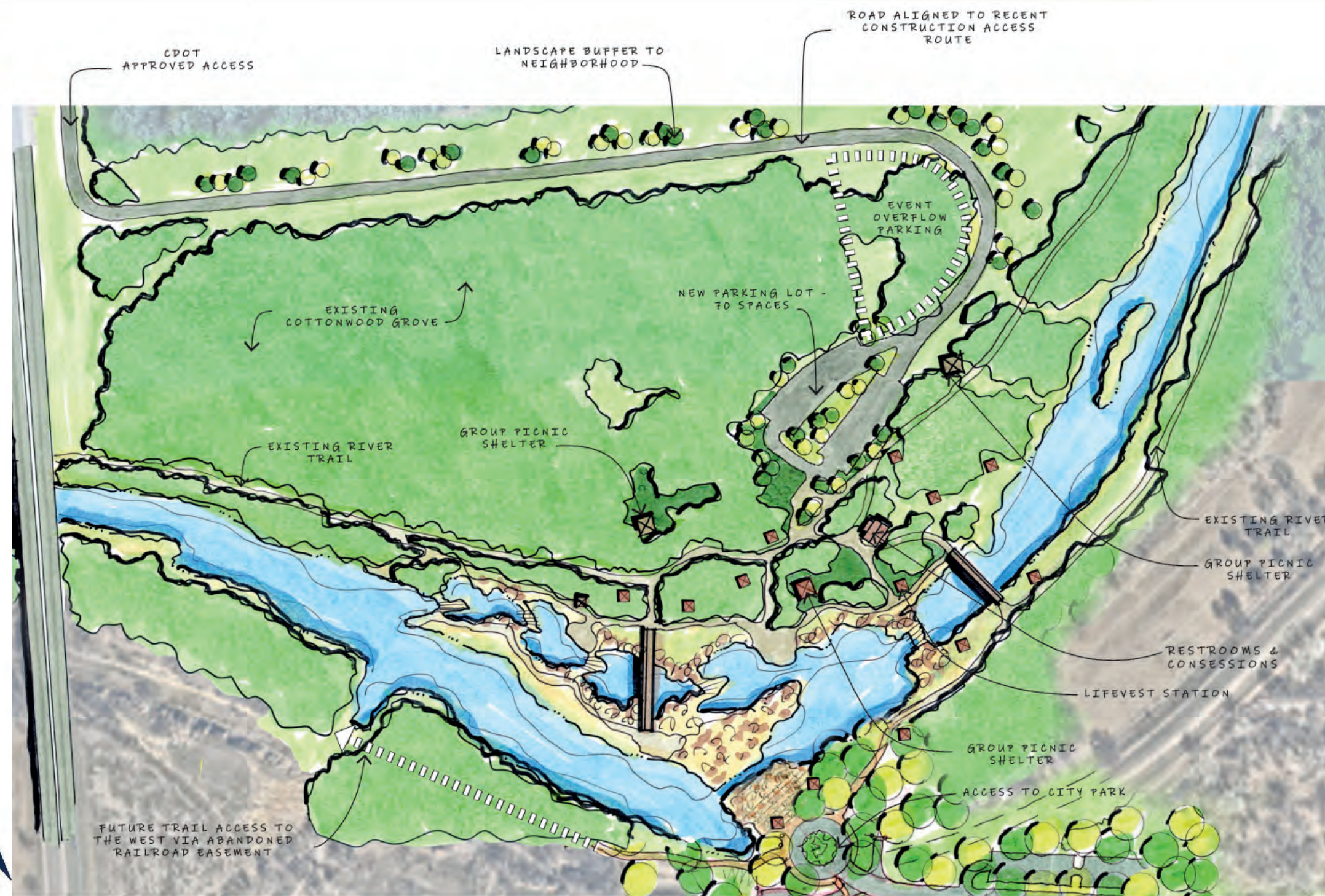


North Access Option 1 had the most support from public comment, has an initial positive response from CDOT & has funding from Pueblo County for implementation.

South Access Option 2 had the second most support & shows the Preferred Access from the south side of the river.

Waterworks Park

Preferred Concept





Aerial View of City Park Bluff Improvements

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.



Aerial View of City Park Stepping Down to Waterworks Park

Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

**Waterworks
Park**
Parking in
the Trees



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

**Waterworks
Park**
Restrooms /
Changing Rooms &
Concessions



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

**Waterworks
Park**
Group Picnic Area



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

**Waterworks
Park**
Boat Ramp Takeout



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

WEST CORRIDOR and NATURE CENTER

- Fishing access and parking
- Trail extension/improvement
- Pedestrian bridge(s)
- Boat ramp access
- Group picnic areas
- Wildlife/bird watching areas
- Wayfinding/interpretive signage
- Improved parking
- Drainage and erosion control
- Increased accessibility
- Water safety actions
- Trail safety – lighting and emergency access markers

Nature Center

Preferred Concept



Nature Center

Boat Ramp
Put-In Area



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

Nature Center

Accessible Fishing



Nature Center

Group Picnic Area



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

CENTRAL CORRIDOR and WHITEWATER PARK

- Restrooms, changing, concessions, and storage at Whitewater Park
- Trail extension/improvement
- Boat ramp access (Take out)
- Group picnic areas
- Wildlife/bird watching areas
- Wayfinding/interpretive signage
- Improved parking
- Drainage and erosion control
- Increased accessibility
- Water safety actions
- Trail safety – lighting and emergency access markers
- Water event area with seating
- Added shade

Whitewater Park

Preferred Concept



Whitewater Park

Restrooms /
Changing Rooms &
Concessions



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

EAST CORRIDOR and RUNYON LAKE

- Fishing access and parking
- Trail extension/improvement
- Boat ramp access (Take out)
- Group picnic areas
- Wildlife/bird watching areas
- Boat Takeout near Moffat Dam
- Cabin retreat rental area in northeast corner
- Restroom and storage building
- Wayfinding/interpretive signage
- Improved parking
- Increased accessibility
- Water safety actions
- Trail safety – lighting and emergency access markers

Runyon Lake

Preferred Concept



Runyon Lake

Restrooms &
Storage



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

Moffat Boat Takeout Preferred Concept



Runyon Lake

Boat Ramp
Takeout Area



Illustrative graphics are intended to convey a vision of design concepts and may not accurately depict actual site conditions.

Runyon Lake

Outdoor Activity Area Preferred Concept



04 Implementation

This chapter details the prioritization of projects identified in the Master Plan for phased implementation. Effective master planning necessitates structured steps to realize the adopted Master Plan's vision. The subsequent sections outline the Guiding Principles, Resources, and potential Project Partners instrumental in advancing park and river corridor enhancements. The Phasing section presents scenarios for executing plan elements under constrained funding conditions. To facilitate ongoing monitoring and assessment, a chart is provided that summarizes key goals and action steps, enabling stakeholders to systematically track progress and completed improvements.

Guiding Principles

The following principles are derived from prior master planning initiatives, including the 2018 Arkansas River Levee Master Plan, and have been refined to incorporate improvements associated with City Park. All proposed improvement projects outlined below should be evaluated according to these principles throughout decision-making and implementation processes:

- The intrinsic value of the Arkansas River Corridor within the City of Pueblo must be maintained and preserved, with due consideration given to the floodplain, levee, and riparian environment.
- Enhancement to the river corridor as a unique public amenity should maintain a careful balance between active and passive recreational activities and the conservation of the natural environment.
- The historic significance of City Park, the river corridor, neighboring communities, and designated historic districts remains integral to Pueblo's distinct identity, ongoing vitality, and enduring legacy of resilience. Future initiatives and developments are encouraged to uphold and further strengthen the City's historical heritage.
- Pueblo's water recreation amenities, such as Whitewater Park and the recently developed Waterworks Park, are distinguished as premier destinations for water-based activities. The venues have earned regional, national, and international recognition, meriting continued investment and maintenance.
- An integrated approach that features both City Park and Waterworks Park will help Pueblo achieve notable economic growth. Ensuring all possible river corridor destinations are safely and easily accessible is crucial, as is making sure any nearby development aligns with and advances the goals set out in this Master Plan.

Resources

The City of Pueblo offers a range of funding resources beyond the capital improvement budget, including special districts, impact fees, and bond issuance. The diverse nature of proposed improvements necessitates employing various financing methods. The following provides an overview of available techniques:

City Capital Improvements Funding:

Priority is typically given to critical services and major projects that impact the largest populations, which can result in recreation, trails, and open space projects being completed in phases or scheduled later. To maintain ongoing progress, it is important to retain river corridor improvements as a dedicated item within the annual budget process.

Metro Districts:

Metropolitan Districts are statutory taxing entities required to provide two or more municipal-type services, such as recreation, transportation, water, or sewer. These districts are rarely established within full-service municipalities like Pueblo.

Special Improvement Districts:

Special Improvement Districts finance infrastructure by benefiting specific properties. However, accurately assessing individual benefits and corresponding assessments can be complex.

General Improvement Districts:

These districts levy property taxes to fund designated improvements. This mechanism may be suitable when private properties directly benefit from trailhead enhancements or adjacent trail connections.

Urban Renewal Districts:

The Pueblo Urban Renewal Authority can facilitate property acquisition for public improvements and possesses expertise in Tax-Increment Financing (TIF), which may support project implementation.

Tax-Increment Financing:

TIF is primarily utilized in urban renewal areas but may also be applicable to properties and neighborhoods adjacent to the river corridor.

Impact Fees:

When applied uniformly throughout Pueblo, impact fees serve as a potential source for funding improvements, particularly those enhancing connectivity with neighboring communities.

Grants:

Pueblo has consistently engaged in numerous grant programs supporting initiatives in recreation, health, open space, conservation, wildlife, and river habitats. Notable grant sources include:

- Colorado Water Conservation Board: Environmental & Recreation Projects; Engagement & Innovation Activities
- Great Outdoors Colorado: Park/Trail Recovery Grant; Planning Grant; Legacy Grant; Mini Grant
- Colorado Division of Wildlife: Fishing Is Fun Grant
- Colorado State Trails Program: Trail Construction Grants
- Colorado Physical Activity and Nutrition Program: Active Community Environment Grant
- Bikes Belong Coalition: Facility Projects and Advocacy Grants
- Shade Structure Grant Program (American Academy of Dermatologists)
- Colorado Department of Local Affairs: Conservation Trust Fund; Community Development Block Grants
- Gates Family Foundation: Recreation, Parks, and Conservation Grants

Private Sector:

Pueblo has a robust tradition of collaboration with private sector partners on public projects. Potential sources include nonprofit organizations, developers, property owners, local foundations, and interest groups. Such partnerships should be strategically pursued for selected components of the master plan, in coordination with the annual budgeting process.

Development Incentives:

Municipalities may offer incentives to attract private-sector investment in both public projects and private developments.

Local Institutions:

Local institutions—including banks and other stakeholders—can contribute funding through program sponsorships, preferential loan rates, and additional incentives for developers.

Fundraising:

Pueblo's water recreation amenities exemplify a resource supported by an engaged user group with an extensive network of participants, businesses, and organizations capable of leading fundraising efforts for targeted enhancements. Specialized elements outlined in the plan may serve as suitable opportunities for sponsorship by business groups or private individuals. Although funding acquired through donations may be modest, it remains valuable for implementing various improvements, including public art installations, signage, native demonstration gardens, and upgraded furnishings along the trail system.

Phasing

Given the constraints commonly found in municipal improvement budgets, it is often essential for the success of a master plan to establish phasing scenarios that facilitate incremental implementation of improvements. For instance, the following phasing scenarios outline three categories reflecting varying levels of development intensity, which may be adapted according to the funding available each fiscal year. Additionally, the prioritization of individual elements serves as a valuable decision-making tool when selecting projects for funding.

Monitoring the Plan

The goal of any Master Plan is to provide a guide for development usually constructed over time or as development opportunities occur. More importantly, to implement any plan requires the dedication of resources to complete the tasks and achieve the goals. The City of Pueblo staff in collaboration with members of the Pueblo Conservancy District (PCD) will need to be the guardians of this master plan where monitoring will require:

- Conduct regular meetings—scheduled every three months during the initial years of the plan—to review the progress of current and upcoming improvement projects, explore potential funding opportunities, and address maintenance concerns.
- Documenting the completion of projects and reporting this progress to the public and grant providers.
- Develop a structured marketing strategy accompanied by a dedicated website to monitor progress and communicate successes associated with master planning initiatives.
- Assess issues and challenges that may impact the achievement of plan objectives. Compile a “lessons learned” document to record obstacles encountered and monitor implemented solutions.
- Assessing maintenance challenges—particularly within the river corridor—developing strategic plans to address these concerns, and allocating funding for maintenance activities at a minimum of 15% to 20% of the total planning budget. Maintenance considerations include vegetation management, trail repairs, erosion control, and litter removal, as well as comprehensive improvements such as upgrading wayfinding signage throughout the river corridor.
- Safety is an essential consideration integrated throughout the master plan concepts. Ensuring secure and accessible entry to the corridor is central to many proposed improvements. The implementation of a system for clearly marking Emergency Access Points represents a key element of the plan, endorsed by community leaders. As activity within the corridor expands, the addition of personnel—such as park rangers or volunteers—is imperative to maintain effective oversight and support.
- Advancing the Master Plan's goals, adjusting objectives as needed, and staying committed to completion.

Summary

The Implementation Plan summarizes the key goals established through the public process and refined into specific actions and objectives during the programming phase. This organizes the goals and actions under the program categories and identifies a priority, a desirable timeframe for completion, an estimated cost range, the likely leader and their partners as responsible parties. Because this river corridor involves multiple ownerships and subject to numerous regulations and agreements, the success of the Master Plan will rely on strong leadership, coordination and cooperation between the public, private and non-profit sectors.

05 Project Priorities

A list of potential improvements for the master plan are summarized below. The list identifies program elements as defined by the master plan concepts that address the parks and recreation requirements for the project area defined above. The Capital Improvements Plan (CIP) will list potential projects and prioritize improvements to be implemented over short-, medium-, and long-term timelines.

Pueblo City Park and Arkansas River Corridor Master Plan													1/5/2025
Priority Project Matrix													
Project No.	Description	Priority	Timeframe	Cost	Funding Partners								
					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*	
CITY PARK - CAPITAL IMPROVEMENT PROJECTS													
CP1	Access Trail to Waterworks Park with Walls	I	1-2 Years	\$\$\$	✓				✓	✓		✓	
CP2	Roadway Improvement for re-routing Parks Roads	I	1-2 Years	\$\$	✓				✓	✓		✓	
CP3	Universal Playground with Shade	I	1-2 Years	\$\$\$	✓				✓	✓		✓	
CP4	Improved Natural Area near Lake	I	1 Year	\$\$	✓				✓	✓		✓	
CP5	Wayfinding and Interpretive Signage (in progress)	I	1 Year	\$	✓				✓	✓		✓	
CP6	Pedestrian Low-Level Solar Lighting (in progress - has funding)	I	1 Year	\$\$	✓				✓	✓		✓	
CP7	Improved parking (141 spaces)	II	1-2 Years	\$\$\$	✓				✓	✓		✓	
CP8	Access Road to Reservoir Road with Walls, Culvert (Option 1)	II	2-3 Years	\$\$\$\$	✓				✓	✓		✓	
CP9	Pedestrian Festival Street with Lights	II	1-2 Years	\$\$	✓				✓	✓		✓	
CP10	Stepped Park Green and Walkway Overlook	II	3-5 Years	\$\$\$\$\$	✓				✓	✓		✓	
CP11	Shade Structures along the Open Green	II	1 Year	\$\$	✓				✓	✓		✓	
CP12	Access Drive to Dropoff and Food Truck Area (34 spaces)	II	1-2 Years	\$\$	✓				✓	✓		✓	
CP13	Improved - Reorganized Maintenance Area	II	2-3 Years	\$\$\$\$	✓							✓	
CP14	Updates for reuse of WPA Structures	II	1-2 Years	\$\$\$	✓				✓	✓		✓	
CP15	Group Picnic Areas with Shelters (2 areas)	II	1 Year	\$\$	✓				✓	✓		✓	
CP16	Lake Edge Improvements - Steps and Path	II	1-2 Years	\$\$\$	✓				✓	✓		✓	
CP17	Updates to Skate Park	II	1 Year	\$\$	✓				✓	✓		✓	
CP18	Monumentation Signage	II	1 Year	\$\$	✓				✓	✓		✓	
CP19	Covered Stage (Flexible/Portable)	III	1-2 Years	\$\$	✓				✓	✓		✓	
CP20	Arboretum-Botanic Garden	III	2-3 Years	\$\$\$\$	✓				✓	✓		✓	
CP21	Food truck Dining Area with Shade	III	1-2 Years	\$\$	✓				✓	✓		✓	
CP22	Breakout Patio Space for Park Office Meeting Room	III	1-2 Years	\$\$	✓				✓	✓		✓	
CP23	Outdoor Classroom below Park Office	III	1-2 Years	\$	✓				✓	✓		✓	
CP24	Updates to Disc Golf Course	III	1 Year	\$	✓				✓	✓		✓	
CP25	Additional Parking near Disc Golf (42 spaces)	III	1-2 Years	\$\$	✓				✓	✓		✓	

WATERWORKS PARK - CAPITAL IMPROVEMENT PROJECTS					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
WP1	Concrete Trail Gap Improvements	I	1-2 Years	\$\$	✓		✓		✓	✓		✓
WP2	Picnic Shelters - South Side (8 shelters)	I	1 Year	\$\$	✓				✓	✓		✓
WP3	Wayfinding and Interpretive Signage (in progress)	I	1 Year	\$	✓		✓		✓	✓		✓
WP4	Access Drive and Parking - North Side (70 spaces)	I	2-3 Years	\$\$\$\$\$	✓	✓			✓	✓	✓	✓
WP5	Restrooms/Concessions Building - North Side	I	2-3 Years	\$\$\$	✓	✓	✓		✓	✓	✓	✓
WP6	Picnic Shelters - North Side (8 shelters)	I	1 Year	\$\$	✓				✓	✓		✓
WP7	Landscape Screen North Entry Road	I	1 Year	\$	✓				✓	✓		✓
WP8	Pedestrian Low-Level Solar Lighting (in progress - has funding)	I	1 Year	\$\$	✓				✓	✓		✓
WP9	Access Drive and Dropoff - South Side (Option 2)	II	1-2 Years	\$\$\$	✓		✓		✓	✓	✓	✓
WP10	Parking - South Side (44 spaces)	II	1-2 Years	\$\$	✓				✓	✓	✓	✓
WP11	Boat Input/Takeout Area - South Side	II	1-2 Years	\$\$	✓		✓		✓	✓	✓	✓
WP12	Group Picnic Shelters - North Side (3 areas)	II	1-2 Years	\$\$	✓				✓	✓		✓
WP13	Event/Overflow Parking Area (80 spaces - gravel)	II	1 Year	\$	✓	✓			✓	✓		✓
WP14	Fishing Access	II	1 Year	\$	✓		✓		✓	✓	✓	✓
WP15	Enhance Landscape at Improvements - Waterworks Park	III	1-2 Years	\$\$	✓		✓		✓	✓		✓
NATURE CENTER - CAPITAL IMPROVEMENT PROJECTS					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
NC1	Drainage and Erosion Control Improvements	I	2-3 Years	\$\$\$\$	✓				✓	✓		✓
NC2	Improved Boat Ramp Input/Launch Area	I	1-2 Years	\$\$	✓		✓		✓	✓	✓	✓
NC3	Pedestrian - Culvert Crossing	I	1 Year	\$	✓				✓	✓		✓
NC4	Improved and Expanded Concrete Trails	I	1-2 Years	\$\$	✓		✓		✓	✓		✓
NC5	"Nature Play" Playground at River Level	I	1-2 Years	\$\$	✓				✓	✓		✓
NC6	Fishing Access	I	1 Year	\$	✓		✓		✓	✓	✓	✓
NC7	Wayfinding and Interpretive Signage	I	1 Year	\$	✓		✓		✓	✓	✓	✓
NC9	Improved Access Road, Dropoff, and Parking (60 spaces)	II	2-3 Years	\$\$\$\$\$	✓				✓	✓		✓
NC8	Improved Trail from lower area to Nature Center Complex	II	1-2 Years	\$\$	✓				✓	✓		✓
NC10	Restroom/Concessions Building at River Level	II	1-2 Years	\$\$\$	✓				✓	✓		✓
NC11	Relocated Nature Center near Raptor Center	II	3-5 Years	\$\$\$\$\$	✓				✓	✓		✓
NC12	Nature & Raptor Center Complex Parking (50 spaces)	II	1-2 Years	\$\$	✓				✓	✓		✓
NC13	Improved River Overlook Deck	II	1 Year	\$	✓				✓	✓	✓	✓
NC14	Pedestrian Low-Level Solar Lighting	II	1 Year	\$	✓				✓	✓		✓
NC15	Pedestrian Bridge - Trail Access across River	III	1-2 Years	\$\$\$	✓		✓		✓	✓	✓	✓
NC16	Trail to Observatory	III	1 Year	\$	✓				✓	✓		✓
NC17	Event/Overflow Parking Area (60 gravel spaces)	III	1 Year	\$	✓				✓	✓		✓
NC18	Group Picnic Shelters (3 areas)	III	1-2 Years	\$\$	✓				✓	✓		✓
NC19	Outdoor Classroom Area	III	1 Year	\$	✓				✓	✓		✓
NC20	Enhance Landscape	III	1-2 Years	\$\$	✓				✓	✓		✓

WHITEWATER PARK - CAPITAL IMPROVEMENT PROJECTS					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
WH1	40 ft Adjustable Wave Shaper	I	1-2 Years	\$\$\$	✓		✓		✓	✓		✓
WH2	Maintenance of Drops- (dredging Drops 3, 4, and 6)	I	1-2 Years	\$\$\$\$	✓		✓		✓	✓		✓
WH3	Improved landscape - South Side	I	1-2 Years	\$\$	✓				✓	✓		✓
WH4	Wayfinding and Interpretive Signage (in Progress)	I	1 Year	\$	✓		✓		✓	✓		✓
WH5	Pedestrian Bridge from Levee to Union Station (County Design)	I	3-5 Years	\$\$\$	✓		✓		✓	✓		✓
WH6	Shaded Event Seating Area on Levee Face (in Design Phase)	II	2-3 Years	\$\$\$\$	✓		✓		✓	✓		✓
WH7	Additional Shade on Levee	II	1-2 Years	\$\$	✓				✓	✓		✓
WH8	Extended Dropoff and Parking	II	1-2 Years	\$\$	✓				✓	✓	✓	✓
WH9	Restroom/Concessions Building at River Level	II	2-3 Years	\$\$\$	✓		✓		✓	✓		✓
WH10	Expanded Event Plaza and Seating - South Side	II	2-3 Years	\$\$\$	✓	✓			✓	✓		✓
WH11	Food Truck Area	II	1 Year	\$	✓				✓	✓		✓
WH12	Improved Water Access and Input Area	II	1 Year	\$	✓				✓	✓		✓
WH13	Additional Overflow Parking (40 spaces)	II	1 Year	\$	✓				✓	✓		✓
WH14	Fishing Access Improvements	II	1 Year	\$	✓		✓		✓	✓	✓	✓
WH15	Low Planters on Levee (FEMA Approval - hand water only)	III	1-2 Years	\$\$	✓				✓	✓		✓
WH16	Improved River Overlook Deck	III	1 Year	\$	✓				✓	✓	✓	✓
RUNYON LAKE - CAPITAL IMPROVEMENT PROJECTS					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
RL1	Improved Access Road, Dropoff, and Parking	I	2-3 Years	\$\$\$	✓		✓		✓	✓	✓	✓
RL2	Restroom/Storage Building	I	2-3 Years	\$\$\$	✓		✓		✓	✓	✓	✓
RL3	Fishing Access Improvements (4 locations)	I	1 Year	\$	✓		✓		✓	✓	✓	✓
RL4	Controlled Access - Automatic Gates (2 gates)	I	1 Year	\$	✓		✓		✓	✓		✓
RL5	Water Safety Signage	I	1 Year	\$	✓		✓		✓	✓	✓	✓
RL6	Expanded Trail Connections	II	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL7	Accessible Fishing Docks (2 locations)	II	1 Year	\$	✓		✓		✓	✓	✓	✓
RL8	Ropes Course/Zip Line/Climbing Wall	II	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL9	Wildlife Viewing Blinds	II	1 Year	\$	✓		✓		✓	✓	✓	✓
RL10	Interpretive Trail	II	1 Year	\$	✓		✓		✓	✓		✓
RL11	Emergency Takeout above Moffat Dam - North Side	II	1 Year	\$	✓		✓		✓	✓		✓
RL12	Wayfinding and Interpretive Signage (in progress)	II	1 Year	\$	✓		✓		✓	✓	✓	✓
RL13	Pedestrian Low-Level Solar Lighting	II	1 Year	\$	✓		✓		✓	✓		✓
RL14	Emergency Access Drive near Moffat Dam - North Side	III	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL15	Group Picnic Shelters (6 areas)	III	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL16	Playground - Nature Play	III	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL17	Improved landscape	III	1-2 Years	\$\$	✓		✓		✓	✓		✓
RL18	Improved Lake Edge Habitat	III	1-2 Years	\$\$	✓		✓		✓	✓		✓

MOFFAT STREET - CAPITAL IMPROVEMENT PROJECTS					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
MS1	Moffat Street Parking and Trailhead (Bid in Progress)	I	1 Year	\$\$\$\$			✓		✓	✓		✓
MS2	Moffat Dam Boat Pass-Through	I	2-3 Years	\$\$\$\$	✓		✓		✓	✓	✓	✓
MS3	Cantilevered Trail Repair (west of Moffat Dam)	II	2-3 Years	\$\$\$\$\$	✓		✓		✓	✓		✓
MS4	Emergency Takeout above Moffat Dam - South Side	II	1 Year	\$	✓		✓		✓	✓	✓	✓
MS5	Boat Ramp Takeout below Moffat Dam - South Side	II	2-3 Years	\$\$	✓		✓		✓	✓		✓
MS6	Life Vest Station - Return Storage	II	1 Year	\$	✓		✓		✓	✓		✓
MS7	Enhanced Landscape	III	1-2 Years	\$\$	✓		✓		✓	✓	✓	✓
RIVER CORRIDOR - CAPITAL IMPROVEMENT PROJECTS (System-wide)					City	County	PCD	CDOT	GOCO	LWCF	CPW	Other*
RC1	Enhanced Landscape Overstory - Tree Planting Program	I	2-3 Years	\$\$	✓	✓	✓		✓	✓		✓
RC2	Improved River Edge Habitat for Fish	I	1-2 Years	\$\$			✓				✓	✓
RC3	Wildlife habitat (nesting areas, bird houses)**	I	1 Year	\$			✓		✓	✓	✓	✓
RC4	Fishing Access/Accessible Fishing Areas	I	1-2 Years	\$\$			✓				✓	✓
RC5	Neighborhood trail access via Spring St**	II	1-2 Years	\$	✓		✓					
RC6	Art panels to commemorate levee murals**	II	1-2 Years	\$\$	✓		✓		✓		✓	
RC7	Improve parking/access from Corona St**	III	1-2 Years	\$\$	✓		✓					
RC8	Improve access from Boulder Ave (near Dutch Clark Stadium)**	III	1-2 Years	\$\$	✓		✓					
RC9	Neighborhood trail access via Penn Ave**	III	1-2 Years	\$	✓		✓					
RC10	Fitness course on levee**	III	1 Year	\$	✓		✓		✓	✓	✓	✓

Priority Key :

- I Critical
- II Vital
- III Desirable

Estimated Cost Key :

- \$ Less than \$100,000
- \$\$ \$100,000 to \$500,000
- \$\$\$ \$500,000 to \$1,000,000
- \$\$\$\$ \$1,000,000 to \$2,000,000
- \$\$\$\$\$ \$2,000,000 plus

Abrieivation Key:

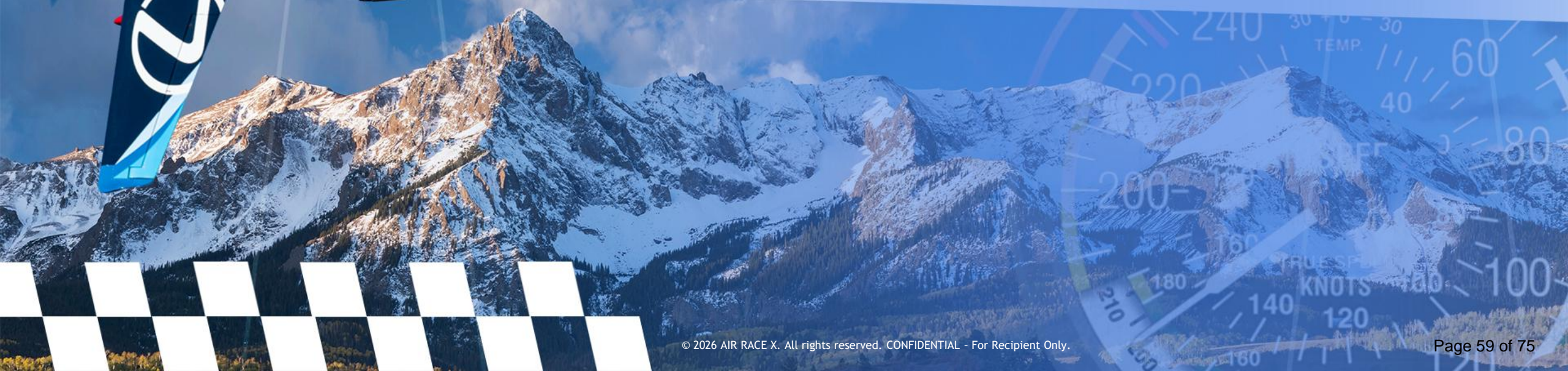
- PCD Pueblo Conservancy District
- CDOT Colorado Department of Transportation
- GOCO Great Outdoors Colorado
- LWCF Land and Water Conservation Fund
- CPW Colorado Parks and Wildlife
- FEMA Federal Emergency Management Agency
- CWCB Colorado Water Conservation Board
- PURA Pueblo Urban Renewal Authority
- NRCS Natural Resource Conservation Service
- SCTB Southern Colorado Trail Builders

* Other Project Partners - CSU, State Historic Society, Private Donors
 ** Other Potential Projects from 2018 Arkansas River Levee Master Plan

AIR RACE X



P R E S E N T S





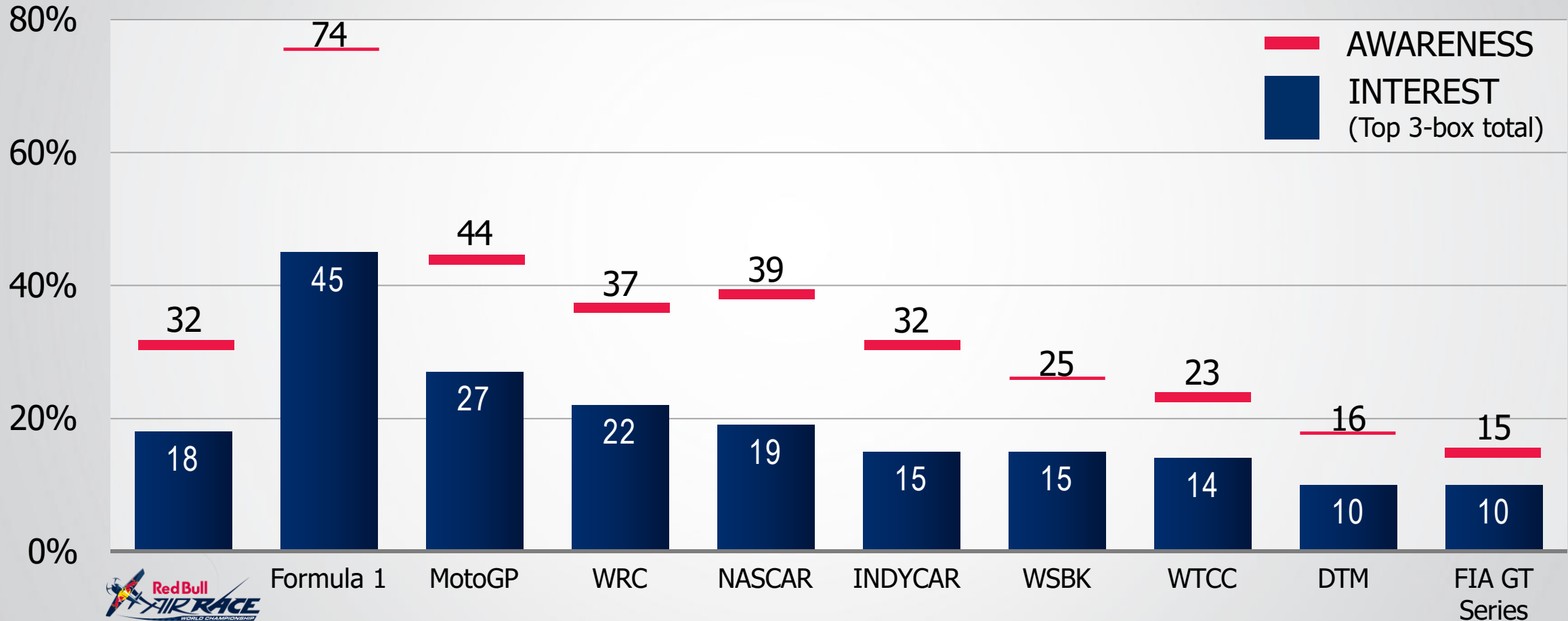
**THE FASTEST MOTORSPORT SERIES
IN THE WORLD**

WHO WE ARE

AIR RACE X is the Successor to the Thrilling Red Bull Air Racing World Championship. Our Team, Comprised of Engineers, Tacticians, Industry Professionals & Former Red Bull Air Race Officials have Created the Next Generation in Air Racing.



MOST POPULAR MOTORSPORTS SERIES WORLDWIDE



*population n=18.019, representative figures in %, arithmetic average 18 markets (Australia, Brazil, Canada, China, France, Germany, India, Indonesia, Italy, Japan, Malaysia, Poland, Russia, South Korea, Spain, UAE, United Kingdom, USA), population by country: Australia: n=1.000, Brazil: n=1.006, Canada: n=1.000, China: n=1.000, France: n=1.000, Germany: n=1.000, India: n=1.008, Indonesia: n=1.000, Italy: n=1.000, Japan: n=1.000, Malaysia: n=1.000, Poland: n=1.000, Russia: n=1.000, South Korea: n=1.000, Spain: n=1.000, UAE: n=1.005, United Kingdom: n=1.000, USA: n=1.000

Source: 5/2014 Repucom SportsDNA

The Global Reach



Countries currently under Negotiation



Previous Air Race Attendance

Host	Year									
	2007	2008	2009	2010	2014	2015	2016	2017	2018	2019
San Diego	70,000	130,000	82,000							
Indianapolis Speedway							64,000	47,000	52,000	Cancelled
Las Vegas Motorspeedway					Not provided		Not provided			
Texas Motorspeedway					45,000	Not provided			X	
New York (Manhattan)				135,000						
Detroit		750,000+								
Utah	5,000									
Brazil	1,000,000			1,200,000						
Abu Dhabi	500,000	X	X	X	120,000+	120,000+	X	65,000		67,000
Hungary		X	660,000	X		185,000	35,000	X	X	110,000
Portugal	X	X	1,000,000+	X				850,000+		
London	X	45,000								
Switzerland	65,000									
Australia				300,000						
Canada			315,000	47,000						
Barcelona										
Poland					130,000					
Austria	X			X	X	25,000	41,000		90,000	
Croatia					72,000	X				
Japan						120,000+	130,000	X	X	
Germany				117,000			X	400,000		
Russia								95,000	128,000	83,000
Saudi Arabia										25,000
Istanbul	X									
Turkey	1,000,000									
Sweden										
Metherlands		300,000								
Spain		1,000,000	1,000,000							
Malaysia					85,000					
United Kingdom					27,000	57,000	X			
France									82,000	


**ACCIDENT
FREE**
since the beginning

Max. 10G

12G (2010)

Red Bull Air Race was

**THE SAFEST MOTORSPORT
IN THE WORLD**

Taller pylons
25m vs. 20m (2010)



What else makes the race

AS SAFE AS POSSIBLE?

- ❖ On-site Certified Safety Professional (CSP)
- ❖ Rigid Standard Operating Procedures (SOPs)
- ❖ Mandatory Pilot Training and Certification Regardless of Hours or FAA Endorsements

Why Pueblo

- **Strategic Central U.S. Location**
- **Exceptional long-term growth potential**
- **Large scalable development opportunities**
- **Compelling tax incentives**
- **Optimized infrastructure for commerce and logistics**
- **Higher visibility – Speed to Market**
- **Colorado connection**

Economic Benefits

City	Airport
Sister City Business and Tourism	Development & Utilization
Economic Catalyst for long-term sustainable growth	Maintain “Essential Air Service” (EAS) Viability
Global awareness for economic development	Steady Long-term Funding & Revenue
Residential growth	Regional & National Connectivity
Stronger focus for STEM education	Global Market Logistical Hub

Investment & Revenue Sharing

Air Race X Performance Fee: \$2.6M

Initial Payment: \$1.2M

Remaining Balance: \$1.4M (Revenue share amount)

City Investment: \$500k (Police, equipment, personnel, traffic, material, etc.)

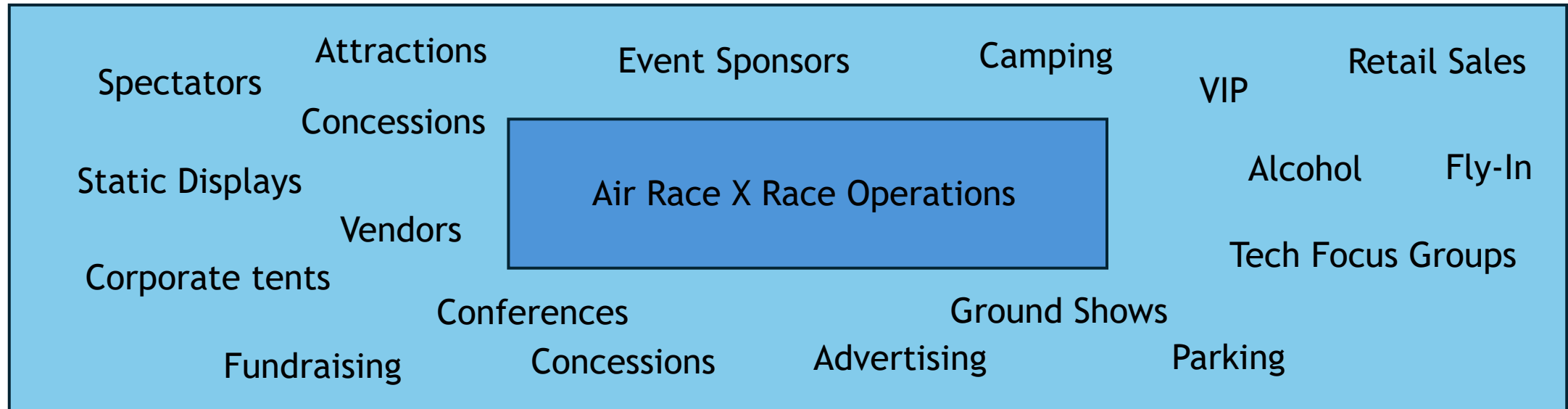
Event Promoter: \$115k

Position	Event Revenue	Recipient	Distribution
1	100% revenue up to and including \$1,700,000	CITY	
2	Revenue in the range of \$1,700,001 - \$3,100,000	ARX	
3	Revenue exceeding \$3,100,001	CITY ARX	50% Each Party

City Retains 100% of Generated Revenue *

** less championship series sponsorships and revenue generated for the Air Race X championship and individual race teams

 Host City Revenue Streams



Investment Justification and Return

Spectator: 10,000+/day X 2.5 days

General Admission Ticket cost of \$40-\$65 = \$1.2M

Supporting Event Items : \$2.5M (Hospitality, vendor, alcohol, food, tech, VIP, Suites, Ground events, fly-in)

Event Revenue = \$3.7M

City Investment = \$1.2 + \$500k + \$115k = \$1.8M

Delta = \$1.9M

Estimated Total Economic Impact to City of Pueblo

Year 1 = \$4 - 6 Million

Figures based on the 2025 Colorado Aviation Economic Impact Study (CEIS) and visitor spending trends

Payment Dates

- Payments aligned to match with municipal funding
- Advance ticket sales implemented to offset the August payment

Payment Date	Amount payable by CITY to ARX (\$USD)
April 4, 2026	\$120,000
June 15, 2026	\$540,000
August 24, 2026	\$540,000

Event Execution & Structure

Race organizer - Air Race X will be responsible for race logistics and collaborate with promoter to attract international participation and B2B Engagement

Event Promoter - *Global Air Race Group, LLC* has been identified as the event promoter contracted to the City

Managing Operator- City of Pueblo contracting with Chamber of Commerce to oversee execution



FOR FURTHER INFORMATION CONTACT:

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www.airracex.com